



THE RIGHT HON. SIR JOHN A. MACDONALD, K.C.B.

CANADA

UNDER THE

NATIONAL POLICY.

ARTS AND MANUFACTURES,

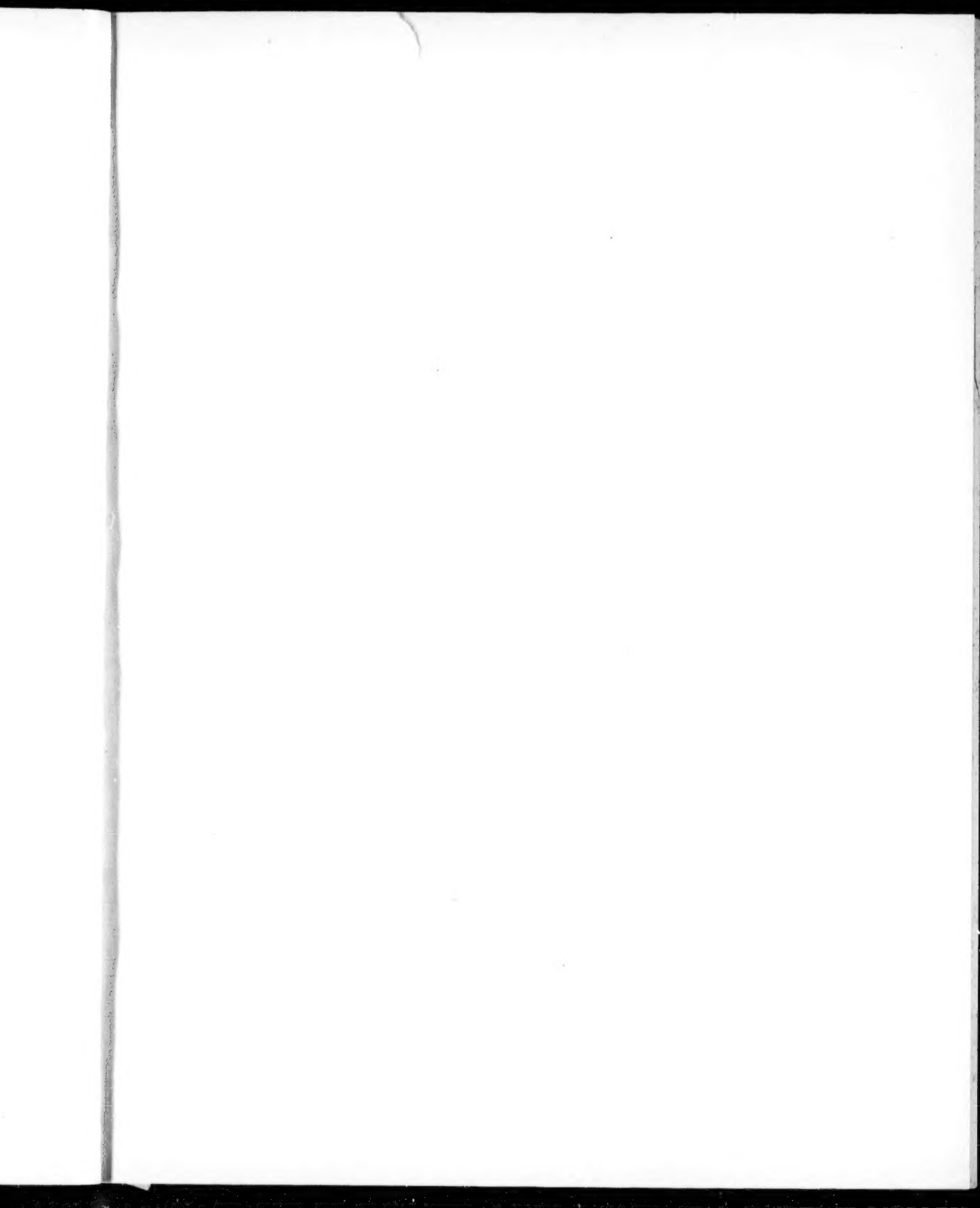
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Minister of Public Works.

HON. J. P. R. A. CARON, B.C.L., Q.C.,
Minister of Militia and Defence.

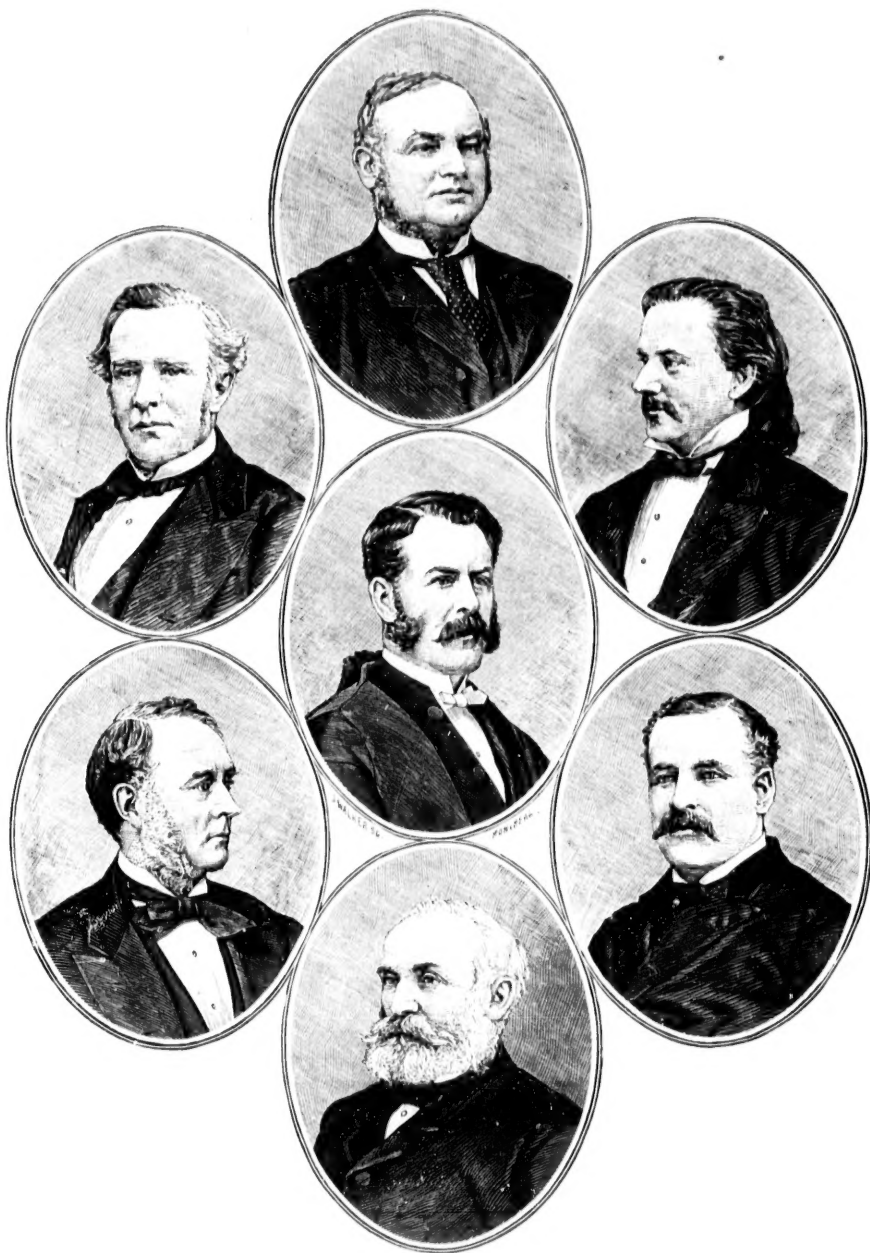
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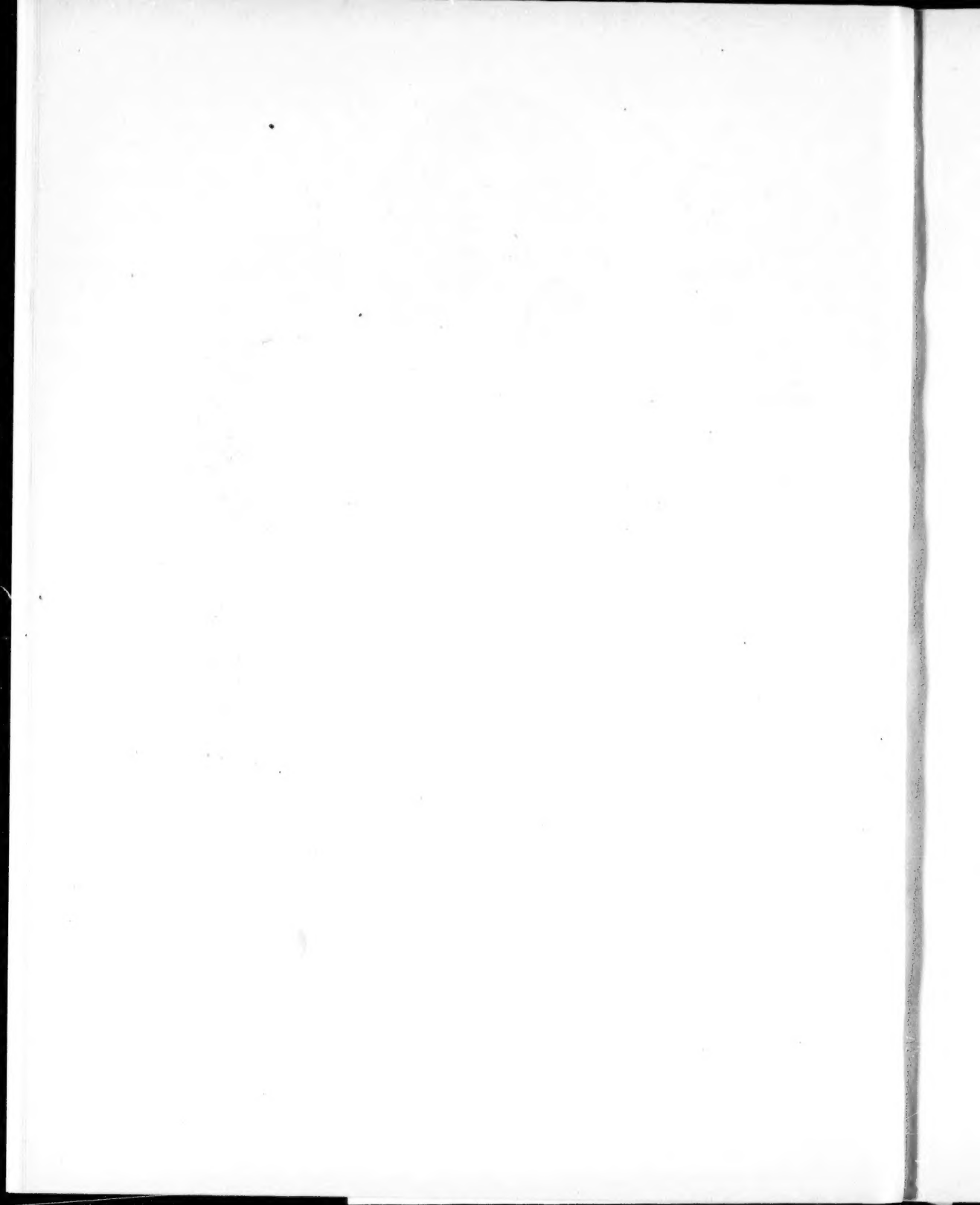
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Postmaster General.
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Speaker of the House of Commons.

HON. M. BOWTELL,
Minister of Customs.

HON. J. A. CHABREAU, Q.C.,
Secretary of State.

HON. JOHN COSTIGAN,
Minister of Inland Revenue.



Canada under the National Policy.

HE year 1876 witnessed the culmination of a long drawn-out series of commercial disasters. Those disasters had been the more keenly felt, inasmuch as they had been preceded by a period of almost unnatural prosperity, resulting from the American War and other abnormal and accidental causes. The Canadian Liberal Party succeeded to power just as the abnormal began to give way to the normal. The Government was measurably honest in intention and capacity, but the times had little respect for its motive and power. As the elections of 1878 drew near, a cry was raised by the people for some practical effort in the way of trying to change the face of things. This was no new idea struck for election purposes. It had been the declared and fixed policy of the Conservative party since 1858, and would have been put into immediate effect, but questions of confederation of the provinces and other matters of importance caused it to drop out of sight for the time. But, at last, the imperious hour came, and it was felt in the bones of the people that something might be done to recover prosperity; they had grown weary of hope deferred, and sick of a mere policy of impotence. The Ministry of the day declared that politics had, and could have, nothing to do in the matter—the country was subject to the working of natural law, and that the Government was but as “a fly on the wheel” which Providence turned. The Government was for Free Trade in principle and theory, although not in practice, since it was compelled to adopt a revenue tariff; and to Free Trade it was bound by the high and dry philosophy of Political Economy. When poor bewildered manufacturers made appeal for help, they were met with quotations from Adam Smith, Stuart Mill and John Bright. France prospered under a Protective Policy—the United States were growing enormously rich, having

Canada as a slaughter market, but all the same Canada must maintain the Free Trade policy, which time and circumstances had made profitable to Great Britain. But many ventured to doubt the practical universality of the doctrine of Free Trade in these days; they saw that the geographical position of Canada differed so vastly from that of Great Britain, that it was well worth considering whether the British Fiscal Policy was properly administrative in Canada. No feeling of disloyalty gave rise to this—no want of affection for the great "home" promoted it—only a natural deep sense of self preservation. And when Sir John Macdonald, then leader of the Opposition, declared for such a re-adjustment of the tariff as would make it protective in its application, he only voiced the general idea of the people, and foreshadowed what they needed—a National Policy. To indicate that policy, which carried at the polls with such overwhelming enthusiasm, and has since been maintained with unabatement of ardour, is simply to give the history of the Dominion. Since the elections of 1878 progress has experienced no interruption. New industries have sprung up on every side—capital and labour have been drawn into the country—the double profits of producing and consuming are shared among the people—money brings a good return, and labour good wages.

Not only in Manufactures has this increased prosperity been promoted by the working of the National Policy, but Agriculture has received an impetus as unexpected as grateful. Good harvests have helped us; and whereas the exports of 1877 amounted to \$75,875,393, in 1882 they amounted to \$102,137,203; nor have the imports fallen into decline, as those opposed to the great National Policy ventured to predict. On the contrary, the figures show that there has been a considerable increase in the imported raw materials which are used in our manufactures.

Latest reports to hand from the Government show that, whereas, the gross trade of the Dominion for the year 1879—that is, before the operations of the new Policy began to be felt—was \$153,464,786, in 1882 it was \$221,556,705, giving an increase of \$68,091,919, or a little more than 44 per cent.

In proof that this prosperity is general, it will be sufficient to state that the deposits in the Government Savings Banks have increased from \$9,207,683.20, on the 30th June, 1878, to \$21,768,661.69, on the 30th June, 1882, being a difference of \$12,560,978.49. The deposits in the Joint Stock Banks have increased during the

same period more than \$30,000,000—almost every dollar of this amount having been banked by the farming classes. The vast sum of money out as loans on mortgages have been greatly reduced in bulk, and the interest on mortgages has declined at the rate of from 2 to 4 per cent., on account of the decreased demand for money from the agricultural population.

The initiation of this great Fiscal Policy must be ascribed mainly to the genius of the present Premier, the Right Hon. Sir John A. Macdonald. With the true instinct of a statesman he grasped the situation, believing that much can be done in the way of warding off calamity or fighting down depression by a wise legislation. He saw that the first work needed was to inspire the people with new hope, for year after year of disaster had driven us all to despair. When, therefore, Sir John boldly declared for a new movement—showing how the people might themselves break up the stagnation, command their own markets, revive old industries and encourage new ones by re-adjusting their tariff, the electors believed him, felt the inspiration of his faith and fire, and gave him their votes with the enthusiasm of renewed hope and expectation.

To Sir John Macdonald the Dominion of Canada owes a debt it can only pay by extending toward him a reverent confidence while he lives, and a lasting affection for his memory always. He has devoted all his great ability to his country; he has enriched the community by the promotion of public interests; but the work has been done unselfishly and ungrudgingly. That he has been a strong party man must go without saying in such a country as Canada—that he has been ambitious of place may be granted, and pride taken in the admission, since, but for such ambition, Governments would be administered by men of merely sordid souls, whose only aim would be to enrich themselves at the public expense. The ambition of Sir John Macdonald has been to lay broad and strong the foundations for a great country—to unite the different races, and make of them one people, and leave a name for having done a good and permanent work. In that he has reached far toward success. Gathering about himself men of great capacity and enthusiasm, men who hold fast to the creed of "Canada for Canadians," men of faith in the future of their country, Sir John enjoys the proud distinction of being the acknowledged head of the Dominion, and, in some part, author of its prosperity.

THE DEPARTMENT OF THE INTERIOR.



At the time of the formation of the new National Policy Cabinet Sir John Macdonald undertook to administer the affairs of the Interior, that is Manitoba and the great North-West Territory, which includes all British North America lying outside the provinces of Ontario, Quebec, Nova Scotia, New Brunswick, British Columbia, Prince Edward Island and Keewatin—being bounded on the North by the Arctic, on the East by the Atlantic, on the West by the Pacific, and on the South by portions of the Dominion of Canada and the United States. This magnificent territory, covering an area of about 2,750,000 square miles, is watered by numerous rivers and lakes. Seven great rivers flow into Hudson's Bay, three into the Arctic Ocean, and three into Lake Winnipeg. The Mackenzie River is 2,500 miles long; it flows through a fertile and finely wooded country, and drains an area of 443,000 square miles. The Saskatchewan River is 1,300 miles in length, and with its tributaries drains an area of 363,000 square miles. Of lakes, the Great Bear Lake is 250 miles long and about the same in breadth. Lake Athabaska is 230 miles long and from 20 to 40 miles wide. Lake Winnipeg is 280 miles long, varying in width from 5 to 57 miles. Lake of the Woods is 75 miles long and 60 miles wide. This immense district, at once watered and drained by these rivers and lakes, has at least 300,000,000 acres of the finest wheat-growing country in the world. The fertile belt of the Saskatchewan alone contains an area of 64,400 square miles in one continuous strip 800 miles long and about 80 miles broad. But, probably, the best and largest wheat area lies beyond the Saskatchewan, comprising the valleys of the Athabaska and Peace rivers, up to the slopes of the Rocky Mountains on the Pacific side, giving an area of 300,000,000 acres beyond what has been known as "the fertile belt," and one-third of which is incalculably rich for all agricultural purposes. Upon the acquirement of this vast territory by the Government, arrangements were made for a careful but elaborate survey for the





PARLIAMENT BUILDINGS, OTTAWA.

purpose of laying out the country into Townships. During the summer of 1873 the International Boundary, lat. 49° , was established by the Boundary Commission, appointed by the Imperial and United States Governments. This line was accepted as the base of the surveys, and was to be known as the "First Base." From this line others were run at right angles northward and named Principal Meridians.

After much deliberation, it was decided to lay out the country in four-sided townships, in forms almost square. Each township measures on its east and west sides, from centre to centre of the road allowances,—which form its actual boundaries—483 chains, and on its north and south sides, 480 chains, more or less; subject to the deficiency or surplus resulting from the convergence or divergence of the meridian, caused by the curvature of the surface of the earth.

The "First Base," or International Boundary established, others were run twenty-four miles apart, parallel to this one, and numbered Second, Third, Fourth and Fifth Base, as far as the surveys extend to the North. The country was then laid out in blocks twenty-four miles square, each block containing sixteen townships. These blocks lie within four straight lines, having a Base Line at the north and at the south. Twelve miles from either Base a line is run east and west, named a "Correction Line," and on this line all corrections are made. Each township is sub-divided into thirty-six "Sections," each containing one square mile, or 640 acres; two sections of each township, numbered 11 and 29, are reserved by the Government as "School Lands," so that adequate provision is made for educational purposes.

To promote and wisely guide settlement in so vast and valuable a country was a task involving great responsibility. For it meant the opening up of a new world; it meant laying a proper basis of civil government for the vast population which in the near future must be gathered there. A false start might lead to disastrous issues. This new portion of the Dominion must at no very distant day play an important part in directing the policy of the whole country, and therefore it was the more necessary that at the initiation no blunders should be made from which after grievances might spring, in any way tending to alienate Manitoba and the North-West Territory from the older Provinces. With a careful prudence Sir John set about the work of shaping a policy for the settlement of the North-West, but before it could possibly be carried into effect sickness overtook the Premier, and the Administration of the Interior was placed in the hands of the Speaker of the Senate, the Hon. D. L. Macpherson, already a member of the Cabinet, but without portfolio,

who has continued to act. Certainly into no more competent hands could the work of the department have been placed. A cool head—a large and practical acquaintance with business—an extensive knowledge of men, both from the older Provinces of the Dominion and from Europe; a clear insight into the working of measures, and a keen perception of the requirement of the times were needed, and these were possessed by the Hon. Speaker of the Senate. The duty was accepted at Sir John's request and from personal regard for his chief, but it will be admitted by all who understand the working of the department that Mr. Macpherson has given to it an aptitude and enthusiasm which have operated to the best interests of the country. A glance at the land regulations will prove this. The settler is provided with a homestead of 160 acres, which he gets free of any cost, except \$10.00 as registration fee, and the adjoining 160 acres may be pre-empted at \$2.00 per acre in Class D, and \$2.50 per acre in Classes A, B, and C,—an average price of \$1.00 to \$1.25 per acre for a farm of 320 acres. The regulations are as follows:—

1. The surveyed lands in Manitoba and the North-West Territories shall, for the purpose of these Regulations, be classified as follows:—

CLASS A.—Lands within twenty-four miles of the main line or any branch line of the Canadian Pacific Railway, on either side thereof.

CLASS B.—Lands within twelve miles, on either side, of any projected line of railway (other than the Canadian Pacific Railway), approved by order-in-Council published in the *Canada Gazette*:

CLASS C.—Lands south of the main line of the Canadian Pacific Railway not included in Class A or B.

CLASS D.—Lands other than those in Classes A, B, and C.

2. The even-numbered sections in all the foregoing classes are to be held exclusively for homesteads and pre-emptions.

a. Except in Class D, where they may be affected by colonization agreements, as hereinafter provided.

b. Except where it may be necessary out of them to provide wood lots for settlers.

c. Except in case where the Minister of the Interior, under provisions of the Dominion Lands Acts, may deem it expedient to withdraw certain lands, and sell them at public auction or otherwise deal with them as the Governor-in-Council may direct.

3. The odd-numbered sections in Class A. are reserved for the Canadian Pacific Railway Company.

4. The odd-numbered sections in Classes B and C shall be for sale at \$2.50 per acre, payable at the time of sale:

a. Except where they have been or may be dealt with otherwise by the Governor-in-Council.

5. The odd-numbered sections in Class D shall be for sale at \$2 per acre, payable at time of sale:

a. Except where they have been or may be dealt with otherwise by the Governor-in-Council.

b. Except lands affected by colonization agreements, as hereinafter provided.

6. Persons who, subsequent to survey, but before the issue of the Order-in-Council of the 9th October, 1879, excluding odd-numbered sections from homestead entry, took possession of land in odd-numbered sections by residing on and cultivating the same, shall, if continuing so to occupy them, be permitted to obtain homestead and pre-emption entries as if they were on even-numbered sections.

PRE-EMPTIONS.

7. The prices for pre-emption lots shall be as follows :—

For lands in Classes A, B, and C, \$2.50 per acre.

For lands in Class D, \$2.00 per acre.

Payments shall be made in one sum at the end of three years from the date of entry, or at such earlier date as a settler may, under the provision of the Dominion Lands Acts, obtain a patent for the homestead to which such pre-emption lot belongs.

* * * * *

Provision was also made for the encouragement of colonization companies for filling up the North-West, and the value of the whole land policy of the department may be measured by the fact that the sale and homesteading of lands, commenced on a small scale in 1871, exceeded, for the year 1882, ten millions of acres, and that the money receipts from 1870, the date of the transfer of the Territory from the Hudson's Bay Company to the Dominion Government, to the first of January, 1882, amounted to but \$820,000, while on the first of January, 1883, the returns gave the enormous sum of \$2,250,000. A startling statement in proof of the marvellous rapidity with which the country is being settled. The following are the regulations for granting land to colonization companies :

Agreements may be entered into with any company or person (hereinafter called the party) to colonize and settle tracts of land on the following conditions :

- a. The party applying must satisfy the Government of its good faith and ability to fulfil the stipulations contained in these regulations.
- b. The tract of land granted to any party shall be in class D.

The odd-numbered sections within such tract may be sold to the party at \$2 per acre, payable one-fifth in cash at the time of entering into the contract, and the balance in four equal annual instalments from and after that time. The party shall also pay to the Government five cents per acre for the survey of the land purchased by it, the same to be payable in four equal annual instalments at the same times as the instalments of the purchase money. Interest at the rate of six per cent. per annum shall be charged on all past due instalments.

- a. The party shall, within five years from the date of the contract, colonize its tract.
- b. Such colonization shall consist in placing two settlers on homesteads on each even-numbered section, and also two settlers on each odd-numbered section.
- c. The party may be secured for advances made to settlers on homesteads according to the provisions of the 10th section of the Act 44 Victoria, Cap. 16—(the Act passed in 1881 to amend the Dominion Lands Acts).

THE DEPARTMENT OF THE INTERIOR.

- d.** The homestead of 160 acres shall be the property of the settler, and he shall have the right to purchase the pre-emption lot belonging to his homestead at \$2 per acre, payable in one sum at end of three years from the date of entry, or at such earlier date as he may under the provisions of the Dominion Lands Acts obtain a patent for his homestead.
- e.** When the settler on a homestead does not take entry for the pre-emption lot to which he has a right, the party may within three months after the settler's right has elapsed purchase the same at \$2 per acre, payable in cash at the time of purchase.

In consideration of having colonized its tract of land in the manner set forth in sub-section **b** of the last preceding clause, the party shall be allowed a rebate of one-half the original purchase-money of the odd-numbered sections in its tract.

- a.** During each of the five years covered by the contract, an enumeration shall be made of the settlers placed by the party in its tract, in accordance with sub-section **b** of clause 9 of these regulations, and for each *bona fide* settler so found therein a rebate of one hundred and twenty dollars shall be credited to the party; but the sums so credited shall not, in the aggregate, at any time exceed one hundred and twenty dollars for each *bona fide* settler found within the tract, in accordance with the said sub-section at the time of the latest enumeration.
- b.** On the expiration of the five years, an enumeration shall be made of the *bona fide* settlers on the tract, and if they are found to be as many in number and placed in the manner stipulated for in sub-section **b** of clause 9 of these regulations, a further and final rebate of forty dollars per settler shall be credited to the party, which sum, when added to those previously credited, will amount to one-half of the purchase money of the odd-numbered sections, and reduce the price thereof to one dollar per acre. But if it should be found that the full number of settlers required by these regulations are not on the tract, or are not placed in conformity with sub-section, **b** of clause 9 of these regulations, then for each settler fewer than the required number, or not placed in conformity with the said sub-section the party shall forfeit one hundred and sixty dollars of rebate.
- c.** If at any time during the existence of the contract the party shall have failed to perform any of the conditions thereof, the Governor-in-Council may cancel the sale of the land purchased by it, and deal with the party as may seem meet under the circumstances.
- d.** To be entitled to rebate, the party shall furnish to the Minister of the Interior evidence that will satisfy him that the tract has been colonized and settled in accordance with sub-section **b** of clause 9 of these regulations.

OFFICIAL NOTICE.

The Government shall give notice in the *Canada Gazette* of all agreements entered into for the colonization and settlement of tracts of land under the foregoing plans, in order that the public may respect the rights of the purchasers.

TIMBER FOR SETTLERS.

The Minister of the Interior may direct the reservation of any odd or even numbered section having timber upon it, to provide for homestead settlers on sections without it; and each such settler may, where the opportunity for so doing exists, purchase a wood lot, not exceeding 20 acres, at the price of \$5 per acre in cash.

The Minister of the Interior may grant, under the provisions of the Dominion Lands Acts, licences to cut timber on lands within surveyed townships. The lands covered by such licences are thereby withdrawn from homestead and pre-emption entry and from sale.

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WHEAT FIELD, CANADA.

PASTURAGE LANDS.

Under the authority of the Act 44 Vic., Cap. 16, leases of tracts for grazing purposes may be granted on the following conditions :

- a.** Such leases to be for a period of not exceeding twenty-one years, and no single lease shall cover a greater area than 100,000 acres.
- b.** In surveyed territory, the land embraced by the lease shall be described in townships and sections. In unsurveyed territory, the party to whom a lease may be promised shall, before the issue of the lease, cause a survey of the tract to be made, at his own expense, by a Dominion Lands Surveyor, under instructions from the Surveyor-General; and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.
- c.** The lessee shall pay an annual rental at the rate of \$10 for every 1,000 acres embraced by his lease, and shall within three years from the granting of the lease, place on the tract one head of cattle for every ten acres of land embraced by the lease, and shall during its term maintain cattle thereon in at least that proportion.
- d.** After placing the prescribed number of cattle upon the tract leased, the lessee may purchase land within his leasehold for a home farm and *corral*, paying therefor \$2.00 per acre in cash.
- e.** Failure to fulfil any of the conditions of his lease shall subject the lessee to forfeiture thereof.

When two or more parties apply for a grazing lease of the same land, tenders shall be invited, and the lease shall be granted to the party offering the highest premium therefor in addition to the rental. The said premium to be paid before the issue of the lease.

GENERAL PROVISIONS.

Payments for land may be in cash, scrip, or police or military bounty warrants.

These regulations shall not apply to lands valuable for town plots, or to coal or other mineral lands, or to stone or marble quarries, or to lands having water power thereon; or to sections 11 and 29 in each Township, which are School Lands, or Sections 8 and 26, which belong to the Hudson's Bay Company.

As there are large tracts of valuable timber limits in the North-West, it has been deemed well to enact regulations to govern the granting of yearly licences to cut timber. They are as follows :

1st. The area of a timber berth to be covered by yearly license shall not exceed 50 square miles; and not more than one berth shall be given to an individual or firm. Any departure from this rule, which special circumstances may render expedient, shall be made only with the sanction of the Governor-in-Council.

2nd. Licenses shall be granted under the following conditions :—

- (a.) The licensee shall pay a ground rent of five dollars (\$5) per square mile.
- (b.) Within a month after the date of the Order-in-Council granting a timber berth, the party in whose favour it is passed shall pay the rent for the year in advance, the said rent to bear interest at the rate of 6 per cent. per annum from that date until the same is paid.
- (c.) The licensee shall pay a royalty of 5 per cent. on the amount of the sales of all products of the berth.
- (d.) When applications for licenses conflict, berths shall be laid off and described as the Minister of the Interior may direct, and tenders shall be invited for the same. Parties tendering will be required

to state the sum or bonus per square mile which they will pay, in addition to the ground rent and royalty; and the limit will be awarded to the party offering the highest bonus.

(e.) The licensee shall have in operation, within a year from a date to be fixed in the license, and keep in operation for at least six months of each year of his holding, a saw-mill capable of cutting daily at least 10,000 feet, broad measure, of lumber.

3rd. When a licensee has fully complied with all the above conditions, and where no portion of the timber berth is required for settlement or other public purpose, of which the Minister of the Interior is to be the judge, the license may be renewed for another year, subject to such revision of the annual rental and royalty to be paid therefor, as may be fixed by the Governor-in-Council.

4th. In unsurveyed territory, the party to whom a license shall be promised, shall, before the issue of said license, and before the said party shall cut any timber, cause to be made, at his own expense, under the instructions of the Surveyor-General, a survey of his timber berth, by a duly qualified Dominion Lands Surveyor, and the plan and field notes of such survey shall be deposited on record in the Department of the Interior.

In surveyed territory, berths shall consist of townships, sections, their legal sub-divisions or fractions thereof.

For some time it was feared that the supply of fuel on the great prairies would be but scant, and render life to the settler difficult during the extreme cold of winter, but subsequent surveys have discovered numerous beds of coal there. In the region west of Edmonton, bounded on the north by the Athabasca River and on the south by the Red Deer River, a coal field has been found covering an area of not less than 25,000 square miles. Coal seams have been seen on the Pembina River 20 feet thick. It is also found on McLeod River, and at Coal Creek, near the entrance to the Jasper Valley. In the elevated country, south of Little Slave Lake, many fine seams have been found, and its occurrence on Peace River is well known. The best known to-day, although by no means the largest, are the coal fields of the Souris River district, where mining has already commenced. To regulate mining in the coal districts, the following "Regulations" have been adopted:—

COAL REGULATIONS.

The following districts have been set apart, and the lands therein withdrawn from ordinary sale and settlement, and declared to be coal districts, the same to be known as those of the Souris River, the Bow River, the Belly River and the Saskatchewan River, the said districts for the present to be composed as follows:—

I.—The Souris River coal district:

Tps. 1 and S. $\frac{1}{4}$ of 2, Rgs.	4, 56, west of 2nd principal meridian.
" 1, 2, 3,	" 7, 8, "
" 1, 2, 3,	" 9, 10, "
" 1, 2, 3, 4,	" 11, "
" 1, 2, 3, 4, 5,	" 12, 13, "
" 2, 3, 4, 5,	" 14, "
" 3, 4, 5,	" 15, "
" 4, 5,	" 16, "
" 5,	" 17, "

II.—Bow River Coal District :

Tps. 19, 20, 21, Rgs. 18, 19, west of 4th principal meridian.
 " 20, 21, 22, " 20, 21, " "

III.—Belly River Coal District :

Tps. 8, 9, 10, Rgs. 21, 22, 23, west of 4th principal meridian.

IV.—Saskatchewan River Coal District :

Tps. 11, 12, 13, Rgs. 2, 3, 4, 5, 6, 7, 8, 9, 10, west of P. meridian.
 " 14, 15, 16, " 2, 3, 4, 5, " "

2nd. The land within the coal districts will be surveyed as soon as possible, and thereafter will be periodically offered for sale by tender or public auction at an upset price the same, together with the terms and conditions of the sale, to be fixed from time to time by the Minister of the Interior.

3rd. With respect to leases which have already been granted, each lessee who has fulfilled the conditions thereof, may, within two years from the date of the Order-in-Council authorizing his lease, convert the leasehold into freehold, by paying in cash the upset price placed by the Minister of the Interior on the lands in the coal district wherein the said leasehold is situated, but the lease shall be null and void in all cases where the conditions have not been fulfilled by the lessee, specially the conditions contained in clause 5 of the said Regulations, which is as follows:— "That failure to commence active operations within one year, and to work the mine within two years of the commencement of the term of the lease, or to pay the ground rent or royalty, shall subject the lessee to forfeiture of the lease, and resumption of the land by the Crown."

4th. In cases where the Minister of the Interior satisfies himself that Companies or persons have expended a considerable sum of money in exploring for coal within the limits of any district for which they may have applied under the Regulations of 17th December, 1881, the said lands may be sold to such Company or person at the upset price fixed for lands in the coal district in which such tract may be situated.

5th. The boundaries beneath the surface of coal mining locations, shall be the vertical planes or lines in which their surface boundaries lie.

6th. The rights of lessees and of persons in favour of whom Orders-in-Council authorizing leases have been passed, shall not be affected by these Regulations, except in so far as they may be consistent therewith

(Signed),

LINDSAY RUSSEL,

Deputy of the Minister of the Interior.

These Regulations shall not go into operation before they have been laid before both Houses of Parliament for thirty days without disapproval by either House.

In order to administer the affairs of this huge country as its settlement may demand, and to prepare the way for its self-government in the near future, the Government have divided the whole territory into four provinces, viz: Assiniboia, bounded on the South by the International boundary line, on the East by the western boundary of Manitoba, on the North by the 9th Correction Line of the Dominion Lands System of Survey into townships which is near the 52nd parallel of latitude, and on the West by the line dividing the 10th and 11th ranges of townships

west of the 4th initial meridian of the Dominion Lands Survey; the district comprising an area of 95,000 square miles. Second, the Saskatchewan Province, about 114,000 square miles, bounded on the South by the district of Assiniboia and the northern boundary of the Province of Manitoba; on the East by Winnipeg, with a part of Nelson River; on the North by the 18th Correction Line, and on the West by the Correction Line dividing the 10th and 11th ranges of townships west of the fourth initial meridian. Third, the district of Alberta, comprising about 100,000 square miles, bounded on the South by the International Boundary, on the East by the district of Assiniboia, on the West by the Province of British Columbia at the base of the Rocky Mountains, and on the North by the 18th Correction Line. Fourth, the district of Athabaska, containing an area of about 122,000 square miles, bounded on the South by Alberta, on the East by the 10th and 11th ranges of the Dominion Lands Townships, until it intersects the Athabaska River; then by that



SASKATCHEWAN RIVER (LOOKING WEST) NEAR THE FTHOW.

THE DEPARTMENT OF THE INTERIOR.

river and the Athabaska Lake and Slave River to its intersection with the northern boundary of the district which is to be the 32nd Correction Line.

To provide for the administration of justice, to protect the rights of settlers and the Indians who are placed on "reserves," a system of mounted police is maintained in an efficient manner. As the result of this and the friendly attitude of the Government toward the native Indian tribes, the North-West is absolutely free from the turmoil and bloodshed which so generally mar the frontier life in the western parts of the United States. So that this North-West, with its healthy and fruit-producing climate, its inexhaustibly rich soil, its abundance of timber, coal and water, offering health and wealth to all who will settle with a mind to toil, must, in a few years, become the happy homes of millions who will provide corn for the markets of the old and new worlds.

STATEMENT shewing total amount of Receipts and Expenditure on account North-West Territory up to June, 1882 :—

Total Expenditure.....	\$35,975,739.07
Less paid out of Capital Account :	
Purchase of Territory.....	\$ 1,460,000.00
Canadian Pacific Railway.....	20,418,982.14
Dominion Lands.....	846,563.73
Other Service Charged to Organization of Government..	1,460,000.00
	<u>24,185,545.87</u>
	\$11,790,193.20
Total Receipts	\$ 6,183,401.38

COMPARATIVE STATEMENT—*Entries and Sales Dominion Lands* :—

	1881.		1882.		Increase.	
	Entries.	Acres.	Entries.	Acres.	Entries.	Acres.
Homesteads	2,753	438,707	7,383	1,181,652	4,630	742,945
Pre-emptions	1,649	263,647	5,654	904,211	4,005	640,564
Sales	1,417	355,165	3,703	613,282	2,186	258,117
	<u>5,819</u>	<u>1,057,519</u>	<u>16,740</u>	<u>2,699,145</u>	<u>10,921</u>	<u>1,641,626</u>
	1881.		1882.		Increase.	
Receipts Homesteads, Pre-emptions and Sales.	\$352,000		\$1,618,366		\$1,266,366	
“ Colonization Companies			547,711		547,711	
Miscellaneous			5,780		5,780	
	<u>\$352,000</u>		<u>\$2,171,857</u>		<u>\$1,819,857</u>	

THE DEPARTMENT OF AGRICULTURE.



IMPORTANT as the Department of the Interior is and must be, the Department of Agriculture has very much to do with bringing about its successful operations. The country is great and good beyond description, but the facts must be made known and settlers induced to come to the new and the older Provinces, or the wealth will lie unused. When the National Policy Government began operations in 1870, it was with the intention not only to foster the industries of the country by a protective tariff, but to make a great effort to build up the country and create home markets for home industries by drawing people and capital from the old world into



THE SOURIS.

the different provinces of the Dominion. Such a work may at first sight appear simple, but in reality it involves much of science and art. The right kind of machinery must be adopted and then most carefully worked on a carefully prepared system; capable agents have to be appointed to the proper places at home and

abroad ; literature in full and honest description of the country must be prepared and distributed that results may be effected ; care must be had that encouragement is given to settlers worth the having, on account of their capital or industrious habits, and not to those who would become a burden upon our thrift and charity. Sir John Macdonald knowing the importance of the office, and having a mind that it should be well filled, placed its administration into the already experienced and competent hands of the Hon. J. H. Pope. Prior to leaving office in 1873, Mr. Pope had been Minister of Agriculture for two years, during which period the value of his services were fully understood by the Government and the country. But in resuming office in 1878, he found a new impulse in the duty. The great provinces of Quebec and Ontario had lost none of their value and attractiveness ; still the story could be told



TURTLE MOUNTAINS.

of rich cheap lands in the Eastern Townships and the west of Ontario ; wooded lands which may be cleared at a profit and then farmed with a yearly increasing advantage, but besides all that, the wonderful North-West had been just discovered as a rich wheat-growing country. With a keen appreciation of the resources of the Dominion, a patriotic desire to help the work of development, and the steady exercise of extraordinary ability, Mr. Pope has carried on his work to the satisfaction of all who, under any circumstances, could or would be satisfied. Maps of the country have been published by the hundreds of thousands ; pamphlets and guide books, giving reliable information on every conceivable subject of importance to settlers, have been distributed by the millions. In 1880, the happy idea was formed

of inviting some British farmers to visit, inspect, and report upon the country; they did so, with beneficial results. Knowing well the wants of this agricultural and industrial country, Mr. Pope has made great and patient efforts to induce labourers of all kinds to emigrate to the Dominion. The rapid development of agricultural resources keeps up a constant demand for farm labourers; railway building makes demand for navvies; mechanics and artisans are needed to carry on the common trades, and most of all are domestic servants wanted. To help the work of supply, Mr. Pope has devised a system of assisted passages. Female domestic servants and families of agricultural labourers are helped to more than half the ordinary and advertised passage money; other labourers and mechanics get a considerable reduction in the fare, and altogether, all that can be done is being well and vigorously done to build up the Dominion in numbers and prosperity.

How effectively these efforts have told may be gathered from the following statement as to immigrant settlers in Canada :—

1875.....	27,382
1876.....	25,633
1877.....	27,082
1878.....	29,807
1879.....	40,490
1880.....	38,505
1881.....	47,991
1882.....	112,458

The total number of persons who went into Manitoba and the North-West in 1882 was, in round numbers, about 70,500. The value in money and property ascertained as brought by immigrants into the country during the year was \$3,171,501.59, besides a very large amount unascertained taken into Manitoba and which cannot be reckoned even approximately. A banker made the statement that he knew of \$8,000,000 on deposit in Winnipeg for investment in lands.

This department has also care of the cattle trade of the country which, in matters of quarantine, &c., demands most prudent watchfulness. As Canada is an agricultural country, first of all things the cattle trade must form an important factor in its future prosperity. In the general export trade of cattle there was a decrease in the year 1882 as compared with 1881, but the export of sheep showed a large increase, so large that this bids fair to become one of the leading



THE QU'APPELLE VALLEY.

industries of the agriculturist. The number shipped to Europe give a total of 75,905 for the year, worth about \$500,000; and to the United States 233,600, worth some \$900,000; altogether, a trade of about \$1,400,000 per annum. When it is considered that the development of the Phosphate mining of the country—now rapidly becoming a source of great wealth,—also a supervision of Forestry, Dominion Exhibitions, the Archives and the Patent Office are entrusted to this department, it will be readily seen that the Minister of Agriculture holds an office demanding attention and ability.

The Agricultural census of the older Provinces gives figures which indicate an increase of 5,045,388 in the number of acres occupied, of 3,500,000 in the number of acres improved, and of 2,489,580 in the number under crops. The total production of grain in the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick, was as follows:—

PROVINCES.	SPRING WHEAT, Bushels.		FALL WHEAT, Bushels.		BARLEY, Bushels.	
	1871.	1881.	1871.	1881.	1871.	1881.
Ontario	7,891,989	7,213,024	6,341,400	20,193,067	9,461,233	14,279,841
Quebec	2,035,921	1,999,815	22,155	19,189	1,668,208	1,751,539
New Brunswick	203,592	517,997	1,319	3,959	70,547	84,183
Nova Scotia	224,410	522,602	3,087	6,649	296,050	228,748
Totals.....	10,355,912	10,253,438	6,367,961	20,222,864	11,496,028	16,344,311

PROVINCES.	OATS, Bushels.		RYE, Bushels.		PEASE AND BEANS, Bushels.	
	1871.	1881.	1871.	1881.	1871.	1881.
Quebec	22,138,958	40,209,929	547,609	1,598,871	7,761,470	9,434,872
Ontario	15,116,262	10,990,205	458,970	430,242	2,284,635	4,170,456
New Brunswick	3,044,134	3,297,534	23,972	18,268	45,016	43,121
Nova Scotia	2,190,099	1,873,113	33,987	47,567	35,203	37,229
Totals.....	42,489,453	65,370,781	1,064,538	2,094,948	10,126,364	13,685,689

PROVINCES.	CORN, Bushels.		POTATOES, Bushels.		HAY, Tons.	
	1871.	1881.	1871.	1881.	1871.	1881.
Ontario	3,148,467	8,096,782	17,138,534	18,893,996	1,804,476	2,038,659
Quebec	603,356	888,169	18,068,323	14,873,287	1,225,640	1,612,104
New Brunswick	27,658	12,159	6,562,355	6,961,016	344,793	414,946
Nova Scotia	23,349	13,532	5,560,975	7,378,387	443,732	597,731
Totals	3,802,830	9,016,624	47,330,187	48,106,086	3,818,641	4,662,540

It appears by this statement that the production of Spring Wheat has declined a trifle, while that of Fall Wheat has enormously increased, the tendency being to cultivate the latter more largely as the more profitable crop.

The following statement of the number of Live Stock owned in the four older Provinces of the Dominion will be found of interest:—

PROVINCES.	Horses.		Colts and Fillies.		Working Oxen.	
	1871.	1881.	1871.	1881.	1871.	1881.
Ontario	368,585	473,906	120,416	116,392	47,941	23,263
Quebec	196,339	225,006	57,038	48,846	48,348	49,237
New Brunswick	36,322	43,957	8,464	9,018	11,132	8,812
Nova Scotia	41,925	46,044	7,654	11,123	32,214	33,275
Totals	643,171	788,913	193,572	185,379	139,635	114,587

PROVINCES.	Milk Cows.		Other Horned Cattle.		Sheep.	
	1871.	1881.	1871.	1881.	1871.	1881.
Ontario	638,759	782,243	710,474	806,661	1,314,011	1,359,178
Quebec	406,542	490,977	328,572	490,110	1,007,800	880,833
New Brunswick	83,220	103,965	69,335	99,783	231,418	221,163
Nova Scotia	122,688	137,439	119,065	154,689	348,800	377,801
Totals	1,251,209	1,514,624	1,233,446	1,641,253	3,153,509	2,847,975

THE DEPARTMENT OF AGRICULTURE.

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PROVINCES.	Swine.		Cattle Killed or Sold.		Pounds of Wool.	
	1871.	1881.	1871.	1881.	1871.	1881.
Ontario	874,664	700,922	277,986	363,043	6,411,305	6,013,216
Quebec	371,452	329,199	155,373	160,207	2,763,304	2,730,546
New Brunswick.....	65,805	52,087	31,551	35,414	796,168	760,531
Nova Scotia.....	54,162	47,206	42,815	63,389	1,132,703	1,142,440
Totals	1,366,083	1,030,464	507,725	622,053	11,103,480	10,646,733

The recapitulation of this table gives the following result:—

	1871.	1881.	Increase or Decrease.
Horses.....	643,171	788,913	Inc. 145,742
Colts and Fillies.....	194,572	185,379	Dec. 8,193
Working Oxen.....	139,635	114,587	Dec. 25,048
Milch Cows.....	1,251,209	1,514,824	Inc. 263,615
Other Horned Cattle	1,233,446	1,641,252	Inc. 407,806
Sheep	3,155,509	2,847,975	Dec. 307,534
Swine	1,366,083	1,030,464	Dec. 335,619
Cattle killed or sold	507,725	622,053	Inc. 114,328
Wool, pounds produced	11,103,480	10,646,733	Dec. 456,747



THE DEPARTMENT OF FINANCE.



THE importance of this department can hardly be exaggerated, for the Minister has much to do in giving practical and detailed effect to the policy of the Government. Every question of tariff, to raise or lower or maintain, is submitted to him, adjudged by him, and then by him laid before the Council; when agreement is reached it is submitted to the Legislative Assembly as a Government proposition, and to which the Government is pledged. Such being the case, it follows that a great responsibility must at all times rest upon the Finance Minister, for it is to be assumed that his colleagues at the Council board are largely influenced by his judgment and recommendations, so that a blunder may at any time cost the Ministry its existence. In ordinary times, when there are no great changes in the tariff, the office must entail onerous duties, for even a revenue tariff must demand occasional revision, but when such radical changes are proposed as those promised when the National Policy was adopted, it will readily be conceived how that many and great difficulties had to be met. When, on the formation of the new Cabinet, Sir Leonard Tilley was charged with the administration of this important department, it was generally felt that Sir John Macdonald had exercised a sound discretion. Sir Leonard has been taking a prominent part in politics since 1850, when he was elected to a seat in the New Brunswick Legislature. In 1854 he was appointed a member of the Executive Council and Minister of Finance, which office he held, with the exception of two years, until the union of the Provinces in 1866. This may well be taken in proof that he was possessed of a natural and cultivated aptitude for dealing with the facts and figures of trade. At any rate, it was so understood, for when Confederation was consummated Sir Leonard was made Minister of Customs, and, on the retirement of Sir Francis Hincks, in January, 1873, he became Finance Minister. On quitting

that office, in the same year, he was appointed Lieutenant-Governor of New Brunswick, but, in 1878, resigned to accept the nomination for Parliament by his old constituents, in order that the country might have his services in the initiation and development of the National Policy. With Sir Leonard Tilley, as with Sir John Macdonald, this was no new idea, no mere expediency to meet a passing exigency, or "cry" to carry an election: it was a long cherished and settled policy. As early as 1854 Sir Leonard was one of a committee appointed by the New Brunswick Legislature to change the tariff of the Province so as to make it protective in its operation. Sir Leonard felt, and said, and it is recorded in the official journals of the day, that their national industries should be protected from the slaughtering practices of American merchants and manufacturers. When the work of revising the tariff was entered upon many predicted failure, and some disaster. The first would hold that a tariff could not be framed for Canada which would be at once protective and revenue producing, while the second held that a protective tariff must end in speedy ruin. Time has proved both sets of prophets wrong. The tariff of 1879 protects, produces revenue, and has resulted in amazing prosperity. In a large measure this is due to the extreme carefulness exercised by the Finance Minister in acquiring an accurate and extensive knowledge of the varied industries of the country by a personal investigation of the leading industries of the Dominion. The general effect of the Policy can be tabulated thus:—

ABSTRACT STATEMENT *Receipts and Expenditure Consolidated Fund for year ending June 30th, 1882:—*

RECEIPTS.	
Customs and Excise.....	\$27,549,046.45
Post Office.....	1,587,888.15
Public Works, including Railways.....	2,711,134.30
Other Receipts.....	1,535,386.62
	\$33,383,455.52
EXPENDITURE.	
Interest Public Debt	\$7,740,804.47
Sinking Fund.....	1,290,724.90
Subsidies	3,530,999.48
Dominion Lands, Indian Grants, Mounted Police, &c	1,633,770.44
Public Works.....	1,423,440.74
do Charges on Revenue.....	2,893,512.92
Post Office.....	1,980,567.25
Other Expenditure.....	6,573,283.38
	\$27,067,103.58

THE DEPARTMENT OF FINANCE.

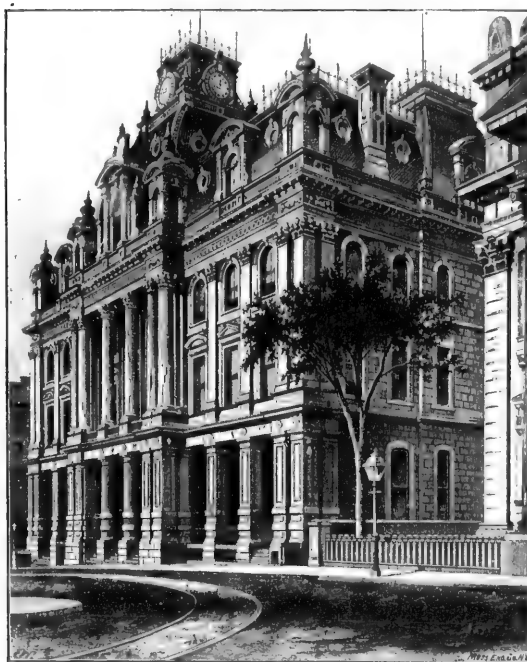
<i>Brought forward</i>	\$27,067,103.58
Surplus	\$ 6,316,351.94
Add—Sales Dominion Lands	1,744,456.58
Net Surplus	\$ 8,060,808.52
Add—Deposits Government Savings Banks.....	5,931,889.00
	<u>\$13,992,697.52</u>
Out of which has been expended on Capital account :	
Miscellaneous Public Works	\$1,664,525.71
Pacific Railway.....	4,700,075.79
Intercolonial Railway.....	585,568.79
Dominion Lands.....	511,882.32
	<u>\$7,351,052.61</u>
Has been paid on account Redemption Public Debt.....	4,307,805.00
	<u>11,658,857.61</u>
Available for current year.....	\$ 2,333,839.91

Through the above surplus, added to the redemption of debt, the *net debt* of the Dominion has decreased, during the year, \$1,734,129.62.

LIABILITIES, ASSETS, AND INTEREST.

COMPARATIVE STATEMENT *for years 1878 and 1882* :—

	1878.	1882.	Increase.
Amount of Debt Payable in London.....	\$121,244,415.55	\$132,122,875.86	\$11,878,460.01
Interest	5,739,181.19	5,808,093.20	68,912.01
Average Rate of Interest.....	4'73 p. c.	4'39 p. c.	
Amount Total Debt.....	\$174,957,268.96	\$205,365,251.97	\$30,407,938.01
Interest	7,100,033.17	7,848,764.76	748,731.59
Average Rate of Interest	4'05 p. c.	3'82 p. c.	
Amount Total Assets.....	\$34,595,199.05	\$51,703,601.09	\$17,108,407.04
Interest	566,718.20	1,057,474.43	490,756.23
Average Rate of Interest.....	1'63 p. c.	2'06 p. c.	
Amount Net Debt June 30th, 1882.		\$153,661,650.78	
“ Interest “ “		6,791,290.33	
Average Rate of Interest		4'40 p. c.	



POST OFFICE, MONTREAL.

THE DEPARTMENT OF FINANCE.

The census just issued demonstrates the wonderful growth of the industries of the country from 1871 to 1881. As will be seen the figures for 1871 relate only to the four old Provinces—Ontario, Quebec, Nova Scotia and New Brunswick :

CAPITAL INVESTED.		
	1871.	1881.
Ontario	\$ 37,874,010	\$ 80,950,847
Quebec	28,071,868	59,216,992
Nova Scotia	6,041,966	10,183,060
New Brunswick	5,976,176	8,425,282
Prince Edward Island .....	.....	2,085,776
Manitoba .....	.....	1,383,331
British Columbia .....	.....	2,952,835
The Territories .....	.....	102,500
Total	\$ 77,964,020	\$165,302,623

NUMBER OF HANDS EMPLOYED.		
	1871.	1881.
Ontario	87,281	118,308
Quebec	66,714	85,673
Nova Scotia	15,595	29,390
New Brunswick	18,352	19,912
Prince Edward Island .....	.....	5,767
Manitoba .....	.....	1,021
British Columbia		2,871
The Territories		83
Total	187,942	254,035

THE DEPARTMENT OF FINANCE.

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VALUE OF PRODUCTS.

	1871.	1881.
Ontario	\$114,706,799	\$157,989,870
Quebec	77,205,182	104,662,258
Nova Scotia	12,338,105	18,575,326
New Brunswick	17,367,687	18,512,658
Prince Edward I land .....	.....	3,400,208
Manitoba .....	.....	3,413,026
British Columbia .....	.....	2,926,784
The Territories .....	.....	195,938
Totals	\$221,617,773	\$309,676,068

RECAPITULATION.

	1871.	1881.
Capital invested	\$ 77,964,020	\$ 165,302,623
Number of hands employed	187,942	254,935
Yearly wages	\$ 40,851,009	\$ 59,429,002
Value of raw material used	\$ 124,907,846	\$ 179,918,593
Total value of products	221,617,773	\$ 309,676,068



DEPARTMENT OF RAILWAYS AND CANALS.



LONG before Confederation Sir Charles (then Mr) Tupper was well known in his Province of New Brunswick as a politician and orator. Capable of grasping a subject in general, and dealing with it in detail; having a ready command of language with which to express himself, and an impassioned style, it required but little to foretell his future eminence. The splendid promise has been amply fulfilled. Through whole decades of political life and work his great qualities have been manifested in the service of his country. When the National Policy was being advocated before the country, the oratory of Sir Charles stood his party and cause in good stead, and, when the new Parliament met, quite naturally he held an important office in the Government. As Minister of Railways and Canals Sir Charles was prominent in conducting negotiations for the Canadian Pacific Railway contract—the greatest railway contract, perhaps, ever given by a Government—demanding in the negotiators a general and comprehensive knowledge of facts and figures. The battle between the parties, over the proposal, was fought with fury in and out of Parliament, and the fervid eloquence of Sir Charles helped to make victory sure. Since then time has audited his figures and found them correct, and confirmed his statement, as will be seen by reference to the writing under the caption: "Canadian Pacific Railway." In the matter of Government Railways, the Intercolonial is the principal charge. In the main it represents an idea, but in prospective it represents commerce. When the Dominion became an accomplished fact it was felt that the different and widely separated provinces should be united by one vast railway, so that intercourse might be promoted. At each extremity of the country were found separate communities, all possessed with the sentiment that they had interests in common; all owing allegiance to the Empire of

Great Britain; all willing to be devoted to her in any time of peril, and yet, all unable to unite for a common purpose because means of intercommunication were wanting. To meet that want the Intercolonial Railway was projected, and after much diplomacy, and scheming, and wrangling, built under the control of the Department of Public Works. The line was opened for through traffic between Halifax and Quebec in 1874, a distance of 688 miles. Since then more than 150 miles of extension have been added. At Halifax, ample wharf and warehouse accommodation is provided to aid in the movement of freight, and immediate steps will be taken to furnish St. John, New Brunswick, with like facilities. The total cost of the road and equipment, branches, extensions, &c., and charged to capital account on the 30th of June, 1882, was \$39,560,021.23. But the revenue account shows a continued increase.

The gross earnings for the year were.....	\$2,079,262.66
The working of expenses were.....	2,069,657.48
Net earnings	9,605.18

The gross earnings showed an increase upon the previous year of \$318,868.74.

The gross tonnage carried during the year was 838,956 tons.

Besides the Intercolonial, the Minister of Railways and Canals has direct control of Prince Edward Island Railway, which is 154 miles long and has 44 miles of extension. The cost of construction and equipment on the 30th of June, 1881, was \$3,466,588.57. The revenue account for the year amounted to \$137,267.54.

In addition to the railways owned by the Government, it has vast interest in other lines which have received national subsidies, notably the Canadian Pacific, the Canada Central, and other lines. To see that those subsidies are properly earned is the duty of the head of this department.

The Canal System of Canada is perhaps the most magnificent in the world. The River St. Lawrence, with the System of Canals established on its course above Montreal, and the Lakes Ontario, Erie, St. Claire, Huron and Superior, with connecting canals, give a course of water communication extending from the Straits of Belle Isle to Duluth, at the head of Lake Superior, a distance of 2,384 miles, with a depth of water at the shallowest place of about 12 feet, except between Montreal and Prescott, where the depth is less, but the work of deepening is in progress, and soon a depth of 14 feet of water will be given at the lowest observed level of the St. Lawrence. In addition are the

Montreal, Ottawa and Kingston Canals ; extending from the Harbour of Montreal to the Port of Kingston, passing through the Lachine Canal, the navigable sections of the Lower River Ottawa, and the Ottawa Canals to the City of Ottawa, thence by the River Rideau and the Rideau Canal to Kingston, on Lake Ontario—a total distance of 246 miles ; and Richelieu and Lake Champlain Canal, commencing at Sorel, at the confluence of the rivers St. Lawrence and Richelieu, 46 miles below Montreal, and extending along the River Richelieu through the St. Our's Lock to the Basin of Chambly, thence by the Chambly Canal to St. Johns, and the River Richelieu to Lake Champlain—a distance of 81 miles ; and St. Peter's Canal, Cape Breton, which connects St. Peter's Bay on the Southern side of Cape Breton, Nova Scotia, with the Bras d'Or Lakes, and crossing an isthmus gives access from the Atlantic.

The value of this great Canal System cannot well be estimated, but in the near future it must prove of enormous advantage to the country, as it gives waterway, and consequently cheap transit from such western centres of trade as Buffalo, Chicago, &c., to Montreal by canals of more than double the capacity of the Erie Canal and 600 miles less in distance.



THE DEPARTMENT OF PUBLIC WORKS.

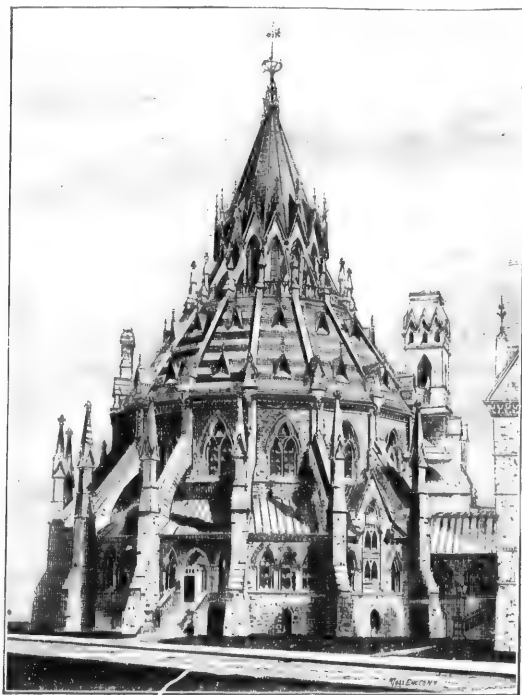


HIS department is administered by Sir Hector Langevin, who is descended from one of the old aristocratic French families of the Province of Quebec, and now the recognized leader in politics of the powerful French-Canadian wing. On this account alone, Sir Hector would have the right to claim an important position in any Conservative government, but to this is added an ability for executive administration which marks him as peculiarly fitted to fill high office in his country's service.

Until within the last few years this department embraced canals, works on navigable rivers, harbours, light-houses, beacons and buoys, slides and booms, roads and bridges, public buildings and provincial vessels. In 1878 the department of Railways and Canals was formed, so that in this work canals have been described under another caption. Of all Canadian public buildings the Government Houses at Ottawa are most important. That they are exceedingly spacious and handsome will be gathered from the cut given representing a full front view, but a brief description may well be given.

The site chosen for the Buildings is in the centre of the City of Ottawa, about a mile below the Chaudiere Falls, on a prominent rocky point jutting out into the Ottawa River, at an elevation considerably higher than the city and lands in the vicinity. On the eastern side it is flanked by a deep ravine, in which are situated the combined locks of the Rideau Canal. The north side is bold and precipitous, and on the western side the ground slopes quickly towards the south-west and diminishes in width. On the southern or lowest side it is, for a distance of 1,750 feet, bounded by Wellington Street, which is one of the principal streets of the city, and descends in a westerly direction towards the Falls. The point is of an irregular shape, 1,050 feet wide at the centre, and contains an area

of fully 29 acres. It was formerly known as Barrack Hill, and is a part of the Ordnance Lands conceded to the Province. The buildings are placed so as to form three sides of a quadrangle, measuring from north to south 600 feet, from east to west 700 feet, and containing an area of over $9\frac{1}{2}$ acres. The Parliament Building is on the north side of the square, upon which it has a frontage of 472 feet. It faces toward the south, and its extreme depth at the centre is 370 feet, covering an area of



PARLIAMENTARY LIBRARY, OTTAWA.

about 82,886 superficial feet, or about $1\frac{2}{10}$ acres. The Departmental Buildings form the east and west sides of the square; they are of a rectangular shape, having both quadrangle and southern fronts, the line of the latter being 100 feet north of Wellington street. The Eastern Block has a frontage on the square of 319 feet, and 245 feet on the south. It covers an area of 41,840 superficial feet, or full nineteen-

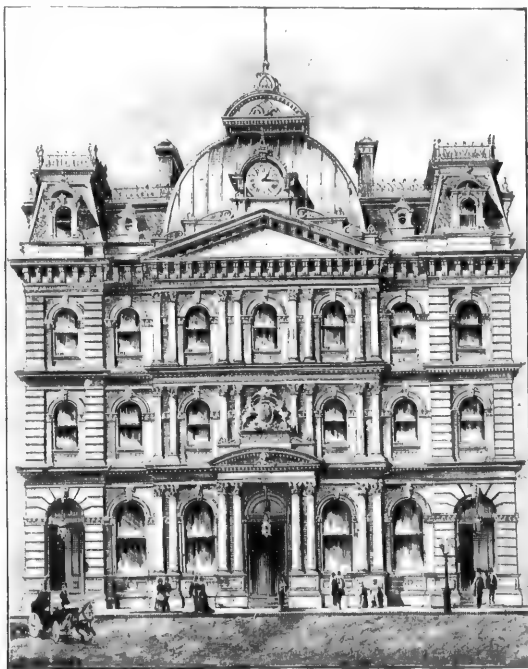
twentieths of an acre. The Western Block has a frontage towards the south of 277 feet, and on the quadrangle of 220 feet, with an area of 36,276 feet superficial, equal to about seventeen-twentieths of an acre. Thus the total area covered by all the Buildings is about $3\frac{7}{10}$ acres. The Parliament Building is on the highest part of the ground, and its basement floors are about 159 feet above the ordinary summer water level of the Ottawa River. Those of the Eastern and Western Blocks are respectively 135 feet 3 inches and 142 feet 3 inches over the same datum. All the Buildings are constructed in what may be termed the Pointed Gothic style of architecture, and from the bold, broken outline they present—their numerous towers, high pitched, variegated slate roofs, pierced by dormers and surmounted by ornamental wrought iron cresting and terminals, together with the quaintness of the carved figures, combine to produce an imposing and picturesque effect. The outer facing of the walls is principally composed of a light coloured, compact sandstone, obtained from the Township of Nepean, at a distance of about 12 miles from the city. The dressing, stairs, gables, pinnacles, &c., are chiefly of a greyish-colored freestone, from the State of Ohio, and the relieving arches over the door and window openings are of a reddish sandstone, from Potsdam, in the northern part of New York State. The slates are generally of a dark color, with bands of a lighter hue placed at intervals. They were obtained in the State of Vermont. The foundations and interior portions of the walls are of limestone, quarried in the vicinity. The division walls and lining of the external walls are chiefly of brick, manufactured either at Ottawa or at other places in the Province. The marble used in the Buildings was principally obtained from Arnprior and other places on the Ottawa River. The valley of the Ottawa also supplied the timber used in the construction, with the exception of the oak, which had to be brought from other parts of the Province.

The chamber of the House of Commons measures 82 by 45 feet inside, and is arranged for the accommodation of two hundred members. It is lighted from the ceiling, and by large windows on three of its sides. The Senate Chamber is of the same dimensions, and presents throughout an almost similar appearance to the House of Commons.

Apart from the main building and forming what are known as the Eastern and Western Blocks, are the massive Departmental Buildings, each block having a picturesque and broken sky-line, thus presenting a great variety of light and shade.

THE DEPARTMENT OF PUBLIC WORKS.

The Parliamentary Library forms a separate building and in appearance is wonderfully unique. The main room is circular inside, and ninety feet in diameter. The main wall is four feet thick, and its exterior face forms a polygon of sixteen sides, at each angle of which is a flying buttress spanning the roof of the lean-to and joining the main wall at a height calculated to resist the thrust of the vaulted roof. The design is very bold and effective.



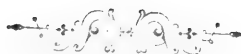
POST OFFICE, TORONTO.

Among the other prominent buildings may be reckoned the Montreal Post Office, Italian Renaissance in style, covering an area of 11,804 square feet, and built at a cost of \$490,593; Montreal Custom House; Post Office and Custom House at Toronto; Post Office at Ottawa, and many other public buildings which have been erected at great cost.

THE DEPARTMENT OF PUBLIC WORKS.

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This department has also under its charge the harbours, the works or navigable rivers, the lighthouses, beacons and buoys, roads and bridges and the provincial vessels; altogether forming an important portion of the Dominion holdings.



DEPARTMENT OF MARINE AND FISHERIES.



HIS important Department, controlled by the Dominion Government, attends to the Marine interests of Canada—the building and furnishing of lighthouses, the locating and erecting of fog alarms, as also the leasing and protecting of the extensive and valuable fisheries of the country—and has under its jurisdiction Harbour Commissioners and Harbour Masters, Pilotage authorities, Shipping Masters, Port Wardens, Registrars of Shipping and Examiners of Masters and Mates.

When it is remembered that Canada ranks fourth among the nations in the ownership of shipping tonnage, the magnitude of the Department will readily be conceded. Some two thousand officials are engaged in its inside and outside service.

Since Confederation, when the department was formed, it has been presided over by Ministers from the Maritime Provinces, viz.: two from New Brunswick—Hon. Peter Mitchell, who held office from 1867 to 1873, and of whom it may be said that he created the Department, on account of the complete efficiency with which the work was organized and carried on during his tenure of office; and Hon. Sir A. J. Smith, from 1873 to 1878; one from Prince Edward Island—Hon. J. C. Pope, 1878 to 1882; and the present efficient Minister, Hon. A. W. McLelan, from Nova Scotia.

The Lighthouse Service is divided into the following districts:—Ontario, Quebec, New Brunswick, Nova Scotia, Prince Edward Island and British Columbia. In 1868 these comprised 198 light stations, 227 lighthouses and 2 fog whistles. At the close of 1882 there were 470 light stations, 562 lighthouses, 23 fog whistles, and 9 automatic fog horns.

The Department employs, in the Lighthouse and Fisheries Service, 7 steamers, for the purpose of supplying the lighthouses; taking up and keeping in position the buoys situated in the harbours and bays; laying and replacing telegraph cables, and in the protection of the fisheries. During the last fiscal year the cost of maintaining these steamers was \$135,355.

This Department has also control of the inspection of the boilers and machinery of steamboats, their hulls and equipment; for the efficient carrying out of which a Board of Steamboat Inspection has been established, consisting of a chairman, resident in Toronto; Inspectors of Boilers and Machinery for the Districts of the Maritime Provinces and for Quebec, Three Rivers, Montreal, East Ontario, West Ontario, British Columbia, and for Hulls and Equipment for the Maritime Provinces and the Provinces of Ontario and Quebec. By the Steamboat Inspection Act, passed in 1882, 45 Vic., chap. 35, it was enacted that "The Board shall meet at least once every year at such place as they may agree upon, and may make rules and regulations for their own conduct, and for the uniform inspection of steamboats, the selection of ports of inspection, and granting licenses of engineers, and for such other purposes as may be necessary under the Act, and may, from time to time, repeal, alter or add to such rules and regulations or make others in their stead; and such rules and regulations shall come into force after they have been approved by the Governor-in-Council, but not before; and copies of the minutes of the proceedings of the Board, certified by the chairman, shall be transmitted to the Minister of Marine and Fisheries; provided that such rules and regulations made before the Act came into force shall remain in force until repealed or amended under it."

From the report of the chairman for the last calendar year there has been issued 795 certificates to engineers during that period, classed as follows:—First class engineers, 22; second class engineers, 126; third class, 407; assistants, 240.

The total number of steamboats in the Dominion was 795, having a gross tonnage of 160,850 tons, and 99,716 tons register. Of this number 192 belonged to the West Ontario, Huron and Lake Superior Division; 122 to the East Ontario Division; 130 to the Montreal Division; 53 to the Three Rivers Division; 97 to the Quebec Division; 114 to the Maritime Provinces; 63 to British Columbia, and 24 to Manitoba. Of the whole number 274 were paddle, 509 screw; 323 passenger steamers, 83 freight and 377 tugs.

The receipts on account of the Steamboat Inspection Fund for the past thirteen years has been \$182,669.88, and have exceeded the expenditure, \$149,278.68, by the sum of \$33,391.20, which remains as a balance to the credit of the fund.

The Harbour Police of Montreal and Quebec, established for the purpose of preserving order among the crowded shipping at these ports, and, as far as possible, preventing crimping, is, in a great measure, maintained by the levying of a tax of three cents per ton on all vessels entering these ports. This, however, is insufficient for the purpose, as the expenditure is in excess of the receipts.

A fund for the relief of sick and distressed seamen is provided for by a duty of two cents per ton on shipping, all vessels over 100 tons burden paying the tax three times in the year, and vessels of 100 tons and under being liable to pay the duty once in each year.

The following is a synopsis of the number of vessels and tonnage owned by Canada, up to the 31st December, 1882, arranged by Provinces, on the Registry Books of the Dominion:—

PROVINCE.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
New Brunswick	1,800	67	9,922	308,980
Nova Scotia	3,026	64	6,313	546,778
Quebec	1,754	334	88,235	215,804
Ontario	1,112	430	71,787	137,061
Prince Edward Island	248	13	2,978	41,684
British Columbia	84	48	8,029	7,687
Manitoba	23	17	3,638	2,783
Total	7,312	973	190,902	1,260,777

The Fisheries Branch has assumed such dimensions as to be almost equal in importance to that of the Marine. Necessarily a large staff is required to carry out the details of this intricate service. The present value of the Fisheries

THE DEPARTMENT OF MARINE AND FISHERIES.

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is estimated at \$16,088,672, an increase, as compared with that of the preceding year, of \$271,510. The value of fish exported for the fiscal year of 1882 was \$6,898,884, an excess over 1881 of \$245,537. The extent and value of the Fisheries are shown in the annexed table, which, while as authentic as the records of the Department can furnish, are believed to be much underrated:—

YEAR.	Value of Fisheries.	YEAR.	Value of Fisheries.
1872.....	\$ 9,570,116	1878.....	\$ 13,215,678
1873.....	11,681,886	1879.....	13,529,254
1874.....	10,754,998	1880.....	14,499,979
1875.....	10,681,886	1881.....	15,817,162
1876.....	11,147,590	1882.....	16,088,672
1877.....	12,029,957	.....	.....

This branch has also made rapid progress in the artificial propagation of fish, eleven hatcheries being now established, the total expenditure for which, during the fiscal year ended June, 1882, was \$31,223.93. 37,983,000 eggs, consisting of salmon, salmon-trout, speckled trout and whitefish, were laid down. Of this number 22,649,000 healthy fry were turned out, and rivers, lakes and streams partially exhausted, re-stocked.

By reason of Act 45 Vic., chap. 18, coming into operation, and which provides for the distribution of a bounty of \$150,000 among the fishermen of the Dominion, especially those more immediately affected by the Washington Treaty, to aid them in developing the sea fisheries, much extra work has been imposed on the inside staff.

The total amount expended on the various branches of the public service administered by this Department, during the last fiscal year, was \$894,642.60.

DEPARTMENT OF MILITIA AND DEFENCE.



ANADIANS do not anticipate a war of aggression or defence at any time in the near future. They propose to live peaceably with all men, and by industry make material prosperity sure. Nevertheless, the Department of Militia and Defence is a necessity, for troubles will sometimes arise with which the police are unable to cope. The present organization dates from 15 years back, but the Militia has existed for 150 years and played an active part in many a well remembered battle, such as the war of Long Sault, the defence of Quebec, the war of the Succession in Spain, the Campaign of 1774, the American invasion in 1775, the war of 1812-15, and last of all the Fenian raids, when Canada's Militia and Volunteers gave proof of their courage and loyalty.

When Sir George Cartier introduced the act in Parliament for establishing a militia he told the House that the chief difficulty consisted in building up quickly and cheaply a system which in other countries had been of slow and costly growth. Everything had to be done, not only soldiers found, but officers, arms and clothing. But the proposal was received with general enthusiasm. Two years after the passing of the Bill two Batteries were established, one at Quebec and one at Kingston, for the purpose of training soldiers in the European Arts of war. Officers of the Royal troops had command of the Batteries at first, but now the places are well filled by Canadians. The Red River Expedition demonstrated the efficiency of the service, and at different times more than thirty strikes have shewn the need of our military peacemakers.

The department is administered by the Hon. Joseph P. R. A. Caron, a lineal descendant of Robert Caron who came from France with Samuel de Champlain, the first Governor of Canada. M. Caron is comparatively young for so important a position, but having been born and reared in the political arena, of an ancient and powerful family, plunging while yet young into the turmoil of political life, grasping popularity by that *suaviter in modo* and *fortiter in re* which always must command, he could but find an early prominence. When, on the retirement of M. Masson, M. Caron was called to office, he entered upon the duties *con amore*. The A and B Batteries, the military college, as well as the rank and file of the service, have been well and carefully supervised. The present strength of the little army is represented thus:—

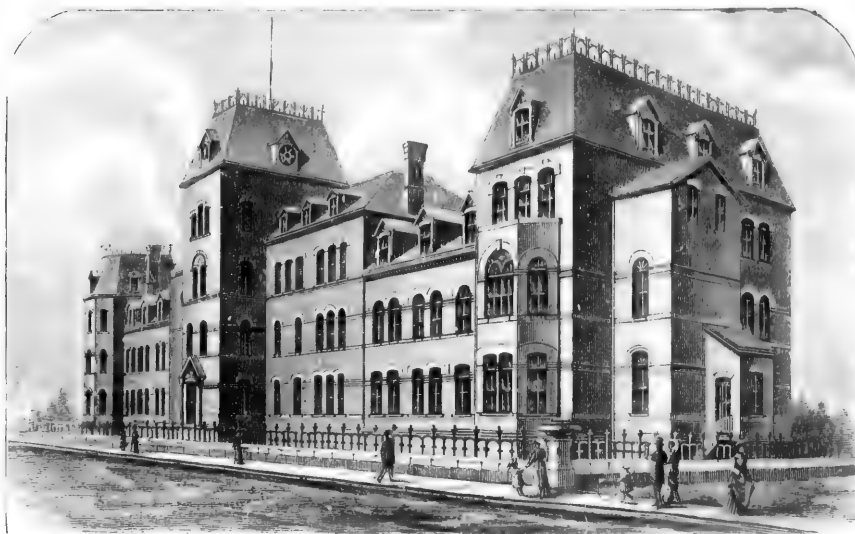
PROVINCES.	MILITARY DISTRICT.	Companies.	IN CITIES.					
			Number of Officers and Men.					
			Cavalry.	F. A.	G. A.	Engineers.	Infantry.	Total.
Ontario	No. 1.....	11	52	162			427	641
	2.....	37	148	160	90		1,510	1,908
	3.....	17	52	80			768	900
	4.....	9	38	80			355	473
Quebec	5.....	33	51	80	302	89	1,208	1,730
	6.....	10					510	510
	7.....	20	96	80	135		694	1,005
New Brunswick	8.....	10			125		376	501
Nova Scotia	9.....	22		81	374		694	1,148
Manitoba and N. W. T.	10.....	3	45	80			45	170
British Columbia	11.....	3			91		90	181
Prince Edward Island	12.....	4			95	45	72	212
Total		179	482	802	1,212	134	6,749	9,379
"A" and "B" Batteries.....					308			308
Total					1,520			9,687

THE DEPARTMENT OF MILITIA AND DEFENCE.

PROVINCES.	MILITARY DISTRICT.	RURAL.						
		Companies.	Number of Officers and Men.					
			Cavalry.	F. A.	G. A.	Engineers.	Infantry.	Total.
Ontario	No. 1.....	79	135	78	45	.....	3,597	3,855
	2.....	91	270	80	67	.....	4,034	4,451
	3.....	54	277	80	90	.....	2,199	2,646
	4.....	10	45	80	45	.....	1,820	1,990
Quebec	5.....	1	366	100	45	.....	3,225	3,796
	6.....	40	.....	.....	.....	.....	1,020	1,020
	7.....	63	.....	.....	135	.....	2,869	3,004
New Brunswick	8.....	42	324	100	225	45	1,206	2,050
Nova Scotia	9.....	59	45	.....	495	.....	2,258	2,798
Manitoba and N. W. T.	10.....	9	.....	.....	.....	.....	405	405
British Columbia	11.....	3	.....	.....	32	.....	90	122
Prince Edward Island	12.....	11	.....	.....	45	.....	460	505
Total Rural ..		569	1,462	638	1,224	45	24,173	27,542
Total Cities ..		179	482	802	1,520	134	6,749	9,687
Total		748	1,944	1,440	2,742	179	30,922	37,229



THE GRAND TRUNK RAILWAY.



GRAND TRUNK OFFICES, MONTREAL.



NE of the greatest private enterprises ever undertaken in the Dominion of Canada was the building of the Grand Trunk Railway. Some speculative Canadians, having faith in the future of their country, inspired British capitalists with a like faith, and money was freely subscribed for what could have been but a vast adventure. That mistakes were made in the early construction and working of the road there can be no denying, for British capital in Canada was entrusted to British manipulation, and extravagance was the immediate result. Then, also, for many years after the road was built, the business in Canada was not sufficient to support so costly a means of transit as a great

railway, placed as it was alongside of the most magnificent water communication in the world, which kept rates during the season of navigation at a low and unprofitable figure. No Canadian can fail to sympathise with the many in Great Britain who suffered such heavy losses by investing in the first issue of stock by the Company, but every Canadian must know and appreciate the immense advantages which have accrued to the country by the construction of this railway. Without it Canada would be occupying a very different position from that filled by her to-day. From the time of the inception of the Company until now the interests of the Grand Trunk and the interests of the country have been identical; the lands of Quebec and Ontario, rich as they were in lumber, minerals and agricultural possibilities, were practically worthless until the railway made them accessible and brought markets within reach. The great Cities of Montreal in the east and Toronto in the west in great part owe their prosperity to the road which has annihilated the vast distances of the country, and provided a sure transit when all water ways are frozen into uselessness by the hard cold winter, thus benefiting agriculturist, importer and manufacturer alike.

What is now known as the Grand Trunk Railway of Canada was first formed in the year 1851, with the object of building a line to Sarnia, so that the inland districts might have communication with Montreal, the head of Atlantic navigation, in the Summer, and Portland for a Winter port. In 1853, the line was opened for traffic from Portland to Montreal; in 1854, from Richmond to Quebec; in 1856, from Montreal to Toronto, and through to Sarnia in 1859. The capital at first was £9,500,000, which in 1882 had increased to £34,210,730 composed as follows: £13,394,655 ordinary shares, £12,713,999 Preference stock £3,111,500 Canadian Government Debentures, and £4,990,576 Debenture stock and sundry Bonds. As admitted, no doubt there were mistakes made at the inception, construction and early working of the road, but it may well be said that in no country has so great an undertaking as the Grand Trunk been conducted free from mistakes. Mistakes, notwithstanding, the work, destined to lead to magnificent results, went on.

In December 1859, the first passenger train ran over the splendid tubular Victoria Bridge, across the St. Lawrence. This stupendous undertaking, having 6,592 feet of tubes, 9,144 feet including abutments, and costing \$7,000,000 was designed by Robert Stephenson, constructed by the firm of Peto, Brassey

and Betts, under the engineering direction of James Hodges, and was formally opened by the Prince of Wales in 1860.

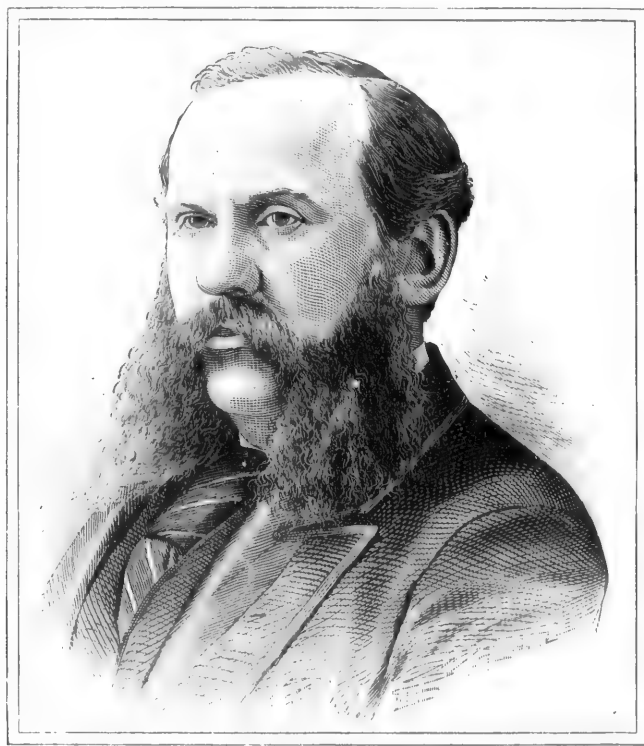
In 1862, after the line was finished through from Portland to Detroit, Mr C. J. Brydges was appointed Managing Director, a man of great reputation for capacity and energy. The task devolving upon the management was onerous, for the credit of the Company had, when he assumed charge, become impaired, for a Commission appointed by the Government some short time previously had reported, that the expenses of the Railway through a period of nearly three years



VICTORIA BRIDGE, MONTREAL.

exceeded its receipts. During the thirteen years from 1861 to 1874, the line was worked principally as a Local Railway, with different gauges, which practically made it impossible to largely develop the through traffic with the American Railways, which traffic is to-day, a principal factor in producing the great revenue the Company is now earning. The interchange of this large through business has been rendered possible by the uniform gauge completed in 1874, and also by the acquisition of the Montreal and Champlain Railway, in 1864,

which connects with the Central Vermont and Delaware and Hudson Railroads, at St. John's and Rouses Point, giving an outlet to Boston, New England and New York, and also by the absorption of the Buffalo and Lake Huron, in the same year, having a terminus at Buffalo, and running over the International Bridge, which spans the Niagara River—another great work constructed for the Company



JOSEPH HICKSON, Esq.

by Mr. C. S. Gzowski, of Toronto, and opened in 1873. Connections are made at Buffalo with the Erie, New York Central, and Delaware, Lackawanna and Western Railroads. At Detroit, the Grand Trunk connects with the Michigan Central, Lake Shore, and the Great South-Western system of American Railway's, known as the "Wabash".

On the resignation of Mr. Brydges, in 1874, the Company had the good fortune to appoint Mr. Joseph Hickson as General Manager. How great the good fortune, stockholders by this time know, Mr. Hickson had been sent to Canada in 1861, to fill the office of Chief Accountant, and afterwards succeeded to that of Secretary and Treasurer. With such marked ability were those offices successively administered, and the financial affairs of the Company conducted, that none felt surprised to know the Company's choice of Manager. The practical, earnest and devoted new manager, set himself to achieve success. In a brief period after taking office, the gauge of the road East of Montreal was changed, so as to complete its uniformity throughout with that of its connections, and to enable cars to be sent through without change of bulk.

The advantages of this, to the Company, may be estimated from the results shewn in the following tabulated statement :

Year ending June 30th.	1862.	1872.	1873.	1874.	1875.	1876.	1880.	1881.
No. of Miles.....	1,090	1,377	1,377	1,383	1,388	1,390	1,273	1,406
No. of Passengers.....	768,400	1,695,100	1,746,200	1,976,600	1,972,500	2,025,700	1,995,500	2,179,800
No. of Tons of Freight.....	695,400	1,526,600	1,570,500	1,744,800	2,113,900	2,387,900	2,835,600	3,295,300
Passenger Train Earnings...	£285,100	£592,391	£646,953	£689,134	£645,480	£602,887	£620,564	£681,001
Freight " " ...	513,594	1,209,112	1,214,347	1,369,736	1,334,313	1,292,019	1,341,354	1,541,519
Other Receipts.....	3,767	3,318	4,079	10,888	22,629	24,597	8,277	9,324
Gross Earnings.....	£802,461	£1,804,821	£1,865,379	£2,069,758	£2,002,422	£1,919,503	£1,970,195	£2,231,844
Per cent. of Expenses on Receipts.....	80·17	68·19	81·21	79·43	77·52	74·83	70·46	68·21

NOTE.—From August 12th to December 31st, 1882,—twenty weeks—the receipts of the GRAND TRUNK (including the GREAT WESTERN DIVISION) 2,322 miles, shew an increase of over a million dollars, compared with the receipts of the corresponding period of 1881, for the two Companies.

	YEAR.	Miles of Railway.	Freight Tons and Passengers Moved One Mile.	Receipts. £	Receipt Per Mile, Tons and Passengers. Cents.	Expenses, Per Cent of Receipts.	Cost per Ton and Passenger One Mile. Cents.
Freight...	1873	1,377	425,000,000	1,214,347	1·44	81·21	1·16
Do. ...	1881	1,406	1,035,000,000	1,541,519	0·75	68·21	0·51
Passengers, Mails & Express	1873	1,377	126,000,000	646,953	2·20	81·21	1·80
	1881	1,406	148,000,000	681,001	2·00	68·21	1·36

Based on per cent. of expenses to receipts.

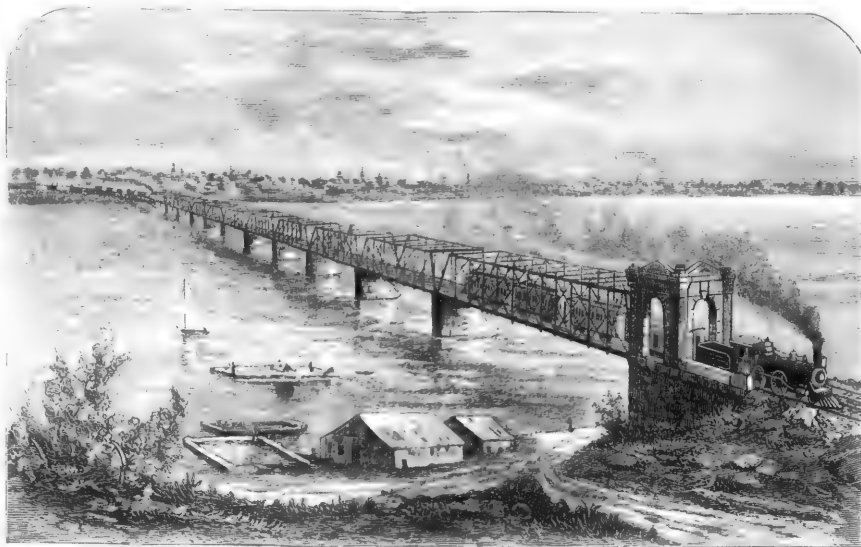
The small increase shown in freight receipts, when compared with the increase in tonnage movement, was caused by the lower rates prevailing during

the period named, and by the fact that a considerable portion of the additional business was through traffic, which came to the Company in through cars, requiring simply haulage over the line; while the business done in previous periods was principally local freight, a great deal of which had to be loaded, unloaded and carted. The fact remains however, that whether a cent and a-half or three quarters of a cent per ton is obtained under equal circumstances for a similar description of traffic, the cost of carrying it is the same, therefore the decrease in percentage of working expenses, when based upon the smaller receipts, is a result alike creditable as it is marvellous. During all this time however, the prospects of the Company kept steadily improving, which result was largely due to the watchfulness and care on the part of the manager in all matters of expenditure.

On the first of August, 1879, an important departure was made by the sale of the unprofitable Riviere du Loup section of the railway, which was handed over to the Government of the Dominion, and the proceeds expended in acquiring a western outlet for the Grand Trunk to Chicago, thereby giving access to the Western Railways of the United States, and through them to Manitoba and the North-West of Canada. The newly purchased line was promptly put into good order, being laid entirely in steel; the equipment was greatly increased and improved, and already the line has become so popular as to make it probable that soon a double track will be required to carry the immense volume of freight and passenger business attracted to that route.

For reasons already given, the Company paid no dividends prior to 1874, and very meagre ones up to 1880. This was owing to the commercial depression and the frequent freight rate wars between the Trunk line Railways in the United States; also, to the competition kept up by the Great Western Railway. It was even at times, a matter of difficulty to pay working expenses, the cost of leased lines and preference charges. The several Trunk lines have, however, within the last year or two begun to feel the strength of the position held by the Canadian Company. In the last fight over freight rates in 1881, Mr. Hickson's master-move in reducing the passenger fare between Chicago and Boston from \$19 to \$5, so advertised and brought into prominence, the new through route to Chicago, as to create for it a business which seriously affected the traffic over all the old established passenger roads, causing the Trunk lines to capitulate and all freight rates to once again resume their normal condition.

In 1881 and 1882, dividends were paid on the first and second preference stock in full, and a portion of the third, and from the results of the working, since the fusion with the Great Western, the shareholders have, to use the words of the Directors' report, "to be congratulated on the benefits already derived from the joint working of the two systems, on the marked success which has so far attended the substitution of identity of interest and unity of management, in the place of separate control and continual dissension, and on the commencement of a new era, with improved prospects, under arrangements equitable to the various interests



INTERNATIONAL BRIDGE, BUFFALO.

involved and satisfactory to all classes of the proprietors of the now United Company." It is to the credit of Sir Henry Tyler, whose frequent visits to Canada have made him thoroughly acquainted with the geographical position, and also with all the details of construction and working of the Grand Trunk and Great Western Railways, after twenty years of effort on the part of others and himself to effect it, that during his presidency and by his ability in conducting the negotiations, the fusion of the two Companies has been accomplished, and

the advantages which have already accrued show the foresight which prompted this decisive move in the right, because mutually profitable, direction.

The Grand Trunk has entered into an arrangement for working the North Shore Railway for fifty years, running from Montreal to Quebec, which, with branches, consists of 209 miles.

By a deed dated 28th May, 1882, the Great Western Railway became united with the Grand Trunk Railway, under the name of the latter, and the former title became extinct. Seventy per cent. of the net earnings of the united undertaking is to be appropriated to the Grand Trunk, and thirty per cent. to the Great Western share capital. The Great Western capital, at the time of the fusion, consisted of £3,844,600 loans and debenture stock, and £6,622,000 preference stock and ordinary shares. The Great Western Railway runs from Toronto to Hamilton, and from Suspension Bridge to London, Sarnia, and Windsor, opposite Detroit; and it also controls the Wellington, Grey & Bruce, London & Port Stanley, and the Detroit, Grand Haven & Milwaukee Railways. The latter line runs from Detroit to Grand Haven, Michigan. Grand Haven is situated on Lake Michigan, and is connected by a line of steamers, owned by the Company, with the important City of Milwaukee, in the State of Wisconsin, on the opposite side of the Lake. The length of the Great Western and leased lines is 903 miles, and the Detroit, Grand Haven & Milwaukee 189 miles. The Great Western Suspension Bridge across Niagara River, at the renowned Niagara Falls, connects Canada with the United States, and with the New York Central and Erie Railways. The Grand Trunk now possesses three of the finest structures, in bridges, in the world—the Victoria, across the St. Lawrence, and the International and Suspension across the Niagara River.

Some idea may be formed of the vastness of the Company's operations, when it is stated, that fully fifteen thousand persons are employed on the staff.

Such in brief, but accurate, outline is the history of the Grand Trunk Railway of Canada. And the history may well be taken as prophetic of its future. The management is one of ambition tempered with carefulness. The stockholders interest is never lost sight of; as the country grows in east or west this great railway throws out its trunk or branch lines so as to help and earn results by the developments; and it looks to-day as if holders of original stock may well hope to see some returns for their early and sanguine outlay.

THE CANADIAN PACIFIC RAILWAY.



WHEN the different provinces now forming the Dominion of Canada became confederated, one part of the bargain entered into by the eastern provinces was to the effect that a railway should be built uniting Ontario, Quebec, and the Atlantic seaboard, with British Columbia, which lies between the Rocky Mountains and the Pacific Ocean. Almost immediately Sir John Macdonald's Government entered upon the important inter-provincial undertaking. That it would be incalculably great and costly all were agreed, and the Government was of a mind to accept outside help to a great extent. Then came disaster to the Conservative party. Sir John Macdonald was compelled to resign, and the Hon. Alexander Mackenzie reigned in his stead. But under the new *regime* the old obligation was recognized, only it was held that Government should build the road without having recourse to private enterprise. Surveys were made, routes decided upon, and the work of construction begun at different points, but before much could be accomplished the general elections of 1878 sent Sir John Macdonald back to office as Premier. The old policy was resumed, and it was announced that Government was prepared to offer a contract for building this huge highway. After sundry negotiations with foreign capitalists, the contract was made with "George Stephen, of Montreal, in Canada, Esquire; Duncan McIntyre, of Montreal, aforesaid, merchant; John S. Kennedy, of New York, Banker; the firm of Morton, Rose & Company, of London, in England, merchants; the firm of Kohn, Reinach & Company, of Paris, in France, Bankers; Richard B. Angus and James J. Hill, both of St. Paul, in the State of Minnesota, Esquires; with all such other persons and corporations as shall become shareholders in the Company." Subsequently, and after exciting debate in and out of Parliament, led as to *pro* and *con* by the chiefs of both political parties, an Act was carried through both Houses of the

Legislature confirming the contract. The charter conferred large powers on the Company, such as the right to construct branches along the entire route; to establish lines of ships or steamers at any of its different termini, and to construct and work telegraph lines for the carrying on of its own and public business. At first, the capital stock of the Company was twenty-five million dollars, divided into shares of one hundred dollars each, but subsequently the stock was increased to one hundred million dollars, or twenty million pounds sterling.

In consideration of the completion and perpetual operation of the railway, as stipulated in the contract, the Government of the Dominion granted to the Company a subsidy of \$25,000,000 in money, and 25,000,000 acres of land, all the land to be guaranteed as "fairly fit for settlement;" also those portions of the line already completed or under construction by the Government, viz., about 135 miles of the main line from Winnipeg, eastward, to Rat Portage, and the branch line, 68 miles in length, from Winnipeg, southward, to Emerson, on the boundary of the United States; also, 300 miles of the main line from Rat Portage eastward, to Port Arthur on Lake Superior, and 213 miles of the main line from the Pacific terminus at Port Moody, eastward, to Kamloops, in British Columbia, now under construction, all of which, aggregating 713 miles of railway, costing about \$35,000,000, and covering two of the most expensive sections, are to be completed by the Government and transferred to the Company free of cost or charge. Already the sections between Winnipeg and Port Arthur, and between Winnipeg and Emerson, have been handed over to the Company, and the section between Port Moody and Kamloops will be completed and transferred to the Company in the year 1885.

The length of the main line, from Montreal to Port Moody in British Columbia, is about 2,870 miles. It is now in operation from Montreal westward 444 miles; from Winnipeg eastward, 535 miles, and from Winnipeg westward to the summit of the Rocky Mountains, 963 miles, making a total of 1,942 miles. The remainder of the main line, north of Lake Superior and in British Columbia, is under construction and well advanced. It is expected that the whole will be completed early in 1886. A branch line from a point on the main line of the eastern division to the northern extremity of Lake Huron will be completed and ready for business when lake navigation opens in the Spring of 1884, so that the Canadian Pacific Railway Company, by means of splendid new steel built steamers,

plying between Algoma, the branch terminus on Lake Huron, and Port Arthur, will then have the advantage of a through rail and water route from Montreal to the Rocky Mountains. At present, Portland asks the honour of being the winter port of the Canadian Pacific upon the Atlantic, and Boston hopes for notice in the same direction.

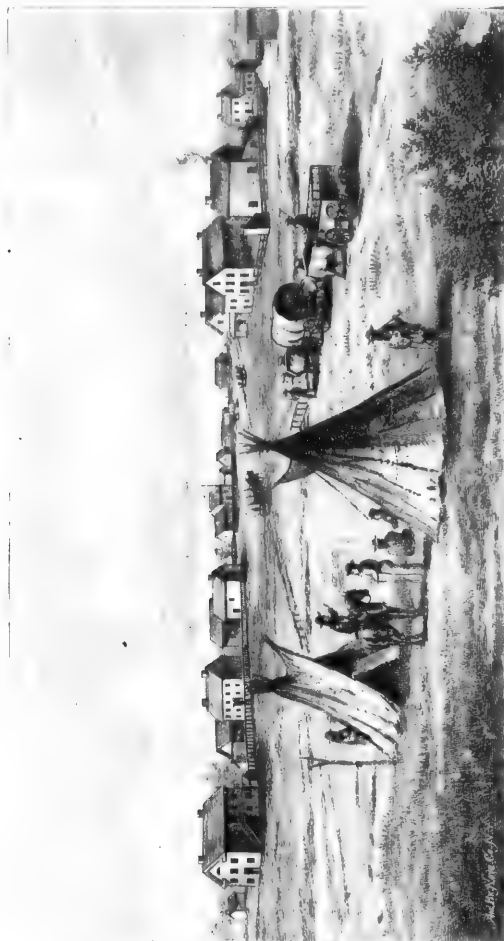
A short connection between the main line and the railway system of the State of New York is afforded by a branch from Carleton Place to Brockville on the St. Lawrence River.

The branch from Winnipeg to Emerson connects with the railway system of the United States, by means of the St. Paul, Minneapolis & Manitoba Railway, on the east side of the Red River of the North. During the past season the Company have completed a branch line, 100 miles in length, from Winnipeg southwesterly to the Pembina Mountain, and a branch of 13 miles from this line to Gretna, on the International Boundary line, where it connects with another portion of the main line of the last mentioned railway, on the west side of the Red River of the North. The Company have acquired, by purchase, a number of smaller branches, all of which are of local importance in connection with the several sections of the main line.

The rolling stock of the Company is very complete and of the best kind, 1,931 miles being fully equipped. Steel rails of the first quality are used throughout, and the Company have extensive shops at Montreal, Perth, Carleton Place and Winnipeg, where their locomotives, passenger and freight cars are manufactured and repaired.

The road east of Lake Nipissing traverses, for the most part, an old and well developed country, and commands the universal lumber traffic of the Upper Ottawa. From Callander westward, and throughout the whole of the Lake Superior section to Winnipeg, the line runs through great forests of valuable timber, and many miles of mineral lands abounding in silver, copper and iron. Between Winnipeg and the foot-hills of the Rocky Mountains, a distance of over 800 miles, it traverses and opens up for immediate settlement that magnificent agricultural territory already described under caption "Department of the Interior." The Old World is beginning to understand and appreciate the value of that region, and thousands pour into it every year. The City of Winnipeg, which is the distributing point for the whole country between the Red River and the Rocky Mountains, numbered a population, in 1871, of 350.

It was then called Fort Garry, and was simply the Hudson Bay Company's principal fort and station, and few, outside the officers of that company, imagined



that it was the entrance of a fertile land soon to become the greatest wheat-growing field of the world. But the advantages of the site for a city were



WINNIPEG IN 1852.

discovered at an early date, and now, what with its command of great waterways and its network of railways, giving ample facilities for transportation, Winnipeg gives promise of growing into a great city. In twelve years the population has increased from 350 to 30,000. The city is well laid out and solidly constructed. The assessed value of the rateable property of the city in 1874, was \$2,676,018; 1879, \$3,415,065; 1881, \$9,230,435; 1882, \$30,432,270. One hundred and fifty miles beyond Winnipeg lies Brandon on the Assiniboine River, already a well developed and thriving town. Beyond that again is Regina, the central and distributing point of the beautiful and fertile district of Qu'Appelle. All these promising towns were made by the Canadian Pacific Railway, and to that Railway they look for future prosperity. In time they will bring benefit to the Railway, for each town will become and is rapidly becoming the centre of a thickly populated agricultural district, taking its treasures of corn to the railway for transit to market.

The advantages of the Canadian Pacific Railway as a through line will readily be seen when it is stated that the distance from New York to San Francisco, by the shortest railway line through the United States, is 3,331 miles, while by the Canadian Pacific, from Montreal to Port Moody (its Pacific terminus), it will be only 2,870 miles, and from New York, *via* Brockville and the Canadian Pacific Railway, it will be 3,132; and that the distance by the shortest line in the United States, from Chicago to San Francisco, is 2,408, while from Chicago to Port Moody, by the way of St. Paul and Winnipeg and the Canadian Pacific Railway, it will be 2,342 miles. So that, taking into consideration the route followed on the Atlantic and Pacific Oceans, and the shortness of the Company's line across the Continent, it will be seen that, when this road is completed, the journey between the ports of China and Japan and those of Europe will be at least 1,100 miles shorter than they now are, and the Canadian Pacific Railway will, therefore, be in a position to command a large share of the trans-Pacific traffic.

The prospects of this Company can hardly be estimated, so great are the possibilities. Even in the year 1882, when the different sections of the line were isolated, disconnected and incomplete, the gross earnings of the line were \$2,484,760.89, although the Western Division was not opened for traffic until May 1st, 1881. These earnings represent revenue from actual traffic, and do not include freight on construction or other material for the use of the Company.

In aid of the construction of the Canadian Pacific Railway, and in addition to the 714 miles of railway to be transferred to the Company free of cost, the Government of the Dominion has granted to it a subsidy of \$25,000,000 in money; 25,000,000 acres in land, embracing only lands fit for settlement. Their contract with the Government grants the land required for road bed, stations, dock grounds and water frontages, in so far as such are vested in the Government. Also the admission free of duty of steel rails and fastenings, material for bridges and for the telegraph line. Also the power to build branch lines with the same grant of right of way, &c. They are also protected against the construction of competing lines for a term of twenty years from the date of the contract, and the station buildings, rolling stock and Capital stock of the Company are free from taxation for all time by the Dominion or by any Province hereafter to be established, and the land grant within the North-West Territories is declared to be free from taxation for twenty years unless sold in the meantime.

The financial position of the Company is one of the most unprecedented strength. For example, the Company are authorized by their charter to issue bonds, which may be secured by a special mortgage upon their railway and franchises, or upon their Land Grant, or upon both classes of property; but they have only used these powers to the extent of issuing bonds for \$25,000,000 secured by a mortgage upon the Land Grant alone.

Of these bonds \$5,000,000 have been deposited with the Government, for a limited time, as security for the performance of the contract, and bear no interest while so deposited.

To the end of last year the Company had sold about 6,452,000 acres of their lands, the payments on account of which redeemed bonds to the amount of \$3,791,500 and the deferred payments will redeem a further amount of, say \$13,451,000, leaving less than \$2,700,000 of these bonds unprovided for.

The remainder of the Land Grant, amounting to 18,548,000 acres, will then only be charged as security for the payment of \$2,700,000 of bonds, exclusive of the \$5,000,000 of bonds deposited with the Government, which will be returned to the Company on the performance of the contract, to secure which they were deposited.

The portions of line extending from Montreal and Brockville respectively, westward to Callander, comprising, with branches, 450 miles of railway, were

acquired by purchase and amalgamation ; and, under these purchases, the Company assumed obligations, the unpaid portion of which, amounted, in December, 1882, to less than \$5,500,000, and remained as a charge upon 441 miles of the property so acquired. But, with that exception, *no charge or incumbrance of any kind exists upon the railway or franchises of the Company.*

The proceeds of the \$20,000,000 of Land Grant bonds, as sold, are deposited with the Government, which pays interest on such deposits at the rate of 4 per cent. per annum. These proceeds are paid to the Company in agreed mileage proportions (in the same manner as the Government cash subsidy), as construction progresses ; and the balance of these proceeds and of the cash subsidy coming to the Company at the date mentioned, amount to about \$31,500,000. It is believed that this sum, with the proceeds of the capital stock now remaining unissued (exclusive of \$10,000,000 of the stock which is to be reserved), will be amply sufficient for the complete construction and efficient equipment of the railway, and that 1,800,000 acres of land will be more than sufficient to extinguish the outstanding \$2,700,000 of Land Grant bonds.

The position of the Company may, therefore, be thus stated :—

After providing fully for the construction and equipment of the railway and telegraph lines, the Company will hold in their treasury \$10,000,000 of unissued stock.

They will also hold about 17,000,000 acres of land, unincumbered except by the \$5,000,000 of bonds, held by the Government as security for the operation of the railway for ten years.

The whole property of the Company, when completed, will be represented by \$90,000,000 of capital stock, and will be unincumbered except for about \$5,500,000 on the purchased lines. The Company pay interest semi-annually, upon paid-up shares, during construction, at the rate of not less than 5 per cent. per annum. This interest, to the amount of 3 per cent. per annum, has been guaranteed by the Canadian Government for ten years, so that Stockholders have an absolutely reliable security, besides which, the proceeds from lands as yet unsold, will be available to supplement the net earnings of the Railway for dividend purposes.

Such, in briefest outline, is the story of perhaps the greatest private enterprise ever undertaken on this or any other continent. In opening up the new world

of the North-West the Canadian Pacific Railway is the main factor. To that Company the country looks in great part for its future greatness. The interests of the Company are identical with the interests of Canada, and the best guarantee for prosperity is, first, the unlimited resources of the North-West, and secondly, the ability and energy displayed by the men who are directing the Company's affairs.

The following is a list of the Directors and principal Officers of the Company :—

George Stephen, President, Montreal; Duncan McIntyre, 1st Vice-President, Montreal; Richard B. Angus, 2nd Vice-President, Montreal. Directors: Hon. Donald A. Smith, Montreal; John S. Kennedy, New York; Henry Stafford Northcote, London; Pascoe du P. Grenfell, London; Charles D. Rose, London; Baron J. de Reinach, Paris; Wm. S. Scott, Erie, Pa.; R. V. Martinson, Amsterdam and New York. Wm. C. Van Horne, General Manager, Montreal; Charles Drinkwater, Secretary, Montreal. Agents of the Company in New York: J. Kennedy, Tod & Co., 63 William Street; Agents of the Company in London, England: Morton, Rose & Co., Bartholomew Lane, E.C.

THE SHIPPING INTEREST.



THE commercial progress of Canada has, during the last fifty years, in proportion to the number of its inhabitants, far outstripped that of any other country in the world. The following figures giving the Imports and Exports at the Port of Montreal will confirm the statement :—

IMPORTS.

1835.....	\$ 3,543,600	1860.....	\$16,019,584
1840.....	5,428,263	1865.....	24,301,702
1845.....	8,515,324	1870.....	31,524,861
1850.....	7,835,775	1875.....	35,106,048
1855.....	15,120,321	1880.....	42,412,648
1882.....			\$50,527,497

Or an increase of about 1,400 per cent.

EXPORTS.

1835.....	\$ 1,154,270	1860.....	\$ 6,257,950
1840.....	1,203,711	1865.....	6,730,564
1845.....	2,652,480	1870.....	19,027,153
1850.....	2,053,574	1875.....	19,035,228
1855.....	2,692,786	1880.....	32,245,041
1882.....			\$26,503,001

Or an increase of about 2,400 per cent.

The following tabulated statement is in illustration of the enormous growth of the shipping trade as to tonnage and class of vessels.

	No.	Tonnage	No.	Tonnage	No.	Tonnage
1835	(There were no sailing ships)		1860		1880	
1840			1865		1882	
1845			1870			
1850			1875			
1855			1880			
1860	37	1,375	222	76,174	270	121,320
1865	63	7,831	205	71,923	358	155,013
1870	144	133,017	530	112,011	600	310,710
1875	250	245,135	236	12,077	647	329,112
1880	351	475,741	330	142,133	740	628,271
1882	379	475,979	299	79,113	648	554,692

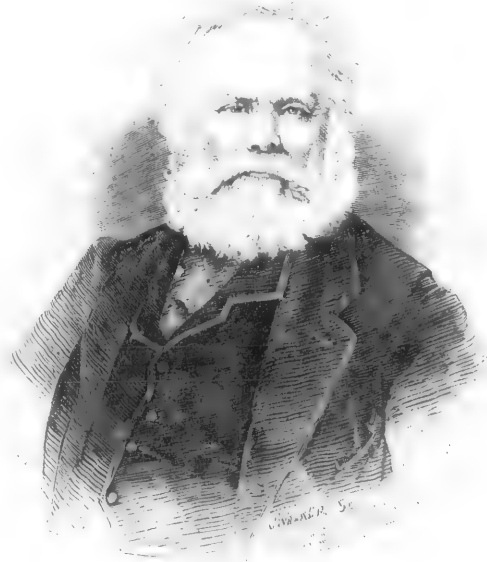
INLAND CRAFT.

No.	Tonnage	No.	Tonnage
1860	121,320	1880	1,044,380
1865	155,013	1882	348,780

THE ALLAN LINE OF ROYAL MAIL STEAMERS.



WHEN the late Sir Hugh Allan, as a boy of thirteen years, entered the counting-house of a Scottish firm at Greenock, conducting an agency for Canadian shipping, neither the boy, nor others for him, could foresee that the first work of his life was suggestive of his after career—that he had then found a line which, being followed, would lead to great results. But circumstances did for



SIR HUGH ALLAN

once help natural ability, for not only did the business which came to his hands tell him of Canada, but his father, a far-seeing, calculating sea captain, owning the

ship he commanded, and trading between Scotland and Montreal, believing that Canada was destined to an early development, and wanting to get a footing in the trade, persuaded his son Hugh to try his fortune in this new world. How new it was can be imagined, for when the voyager landed early in the year 1826 there was but one tow-boat on the River St. Lawrence. There was a brief interregnum, during which Mr. Hugh Allan was clerk in a dry goods store, travelled through some portions of the American Continent, to Europe and back—during which time his father was increasing his business and had built the "Canada," the largest ship in the Montreal trade at the time—but this was brought to an end and the original line resumed by an engagement in the house of Mr. James Millar, who was doing business as shipbuilder, shipowner, &c. This was to his taste, for it gave him an opportunity to learn not only the mechanical science but the practical art of shipbuilding. Then followed years of operations in the grain trade, buying and shipping, which always demanded ability and often hardihood. The demands were met and business aptitude, developed by experience and self-reliance, learnt. In 1834 Mr. Allan became partner with Mr. Millar in the business and part proprietor of the ship "Glasgow." The grain trade was increasing every year, and the Millar-Allan firm was at the head of it; but enterprise was not confined to that, for, in 1840—Mr. Millar having meantime died, Mr. Edmonstone joined Mr. Allan—at the recommendation of the Governor-General they received a contract for building a large steam gunboat for the British navy. These were the early days of steamships. For long the matter had been discussed by the learned, and Dr. Gardner, a great authority, had declared that a ship could not be constructed to carry sufficient fuel for a passage across the Atlantic. But learned opinions did not hinder experiments, and, in 1837, the first steamship, the "Sirius," crossed the Atlantic, sailing from Cork to New York, and, soon after, Burns and Cunard started the Cunard Line with four steamships. The Allan firm, strengthened by the acquisition of Mr. Andrew Allan, who joined the firm in 1846, was making rapid progress in enlarging their trade by increasing their fleet of sailing ships, but soon came to see the advantage of steam over wind. Their policy in life was to discover and use all possible improvements, and so keep well abreast of the age. They had no desire to exemplify the childish folly of standing still and watch other men develop ideas and business, so prejudice for wood over iron and wind over steam

soon went by the board. Nor did improvement stop there, for, early in the history of steamships, the question of the best methods of propulsion came up for discussion, and the Allans, quick to see the advantages of the screw over the paddle, built their ships fitted with screw propellers. The first contract was given to a firm in Dumbarton, Scotland, for building the "Canadian," the "Indian," the "Anglo-Saxon" and the "North American." The "Canadian" made her first trip in the autumn of 1853, and, soon after, with the "Indian," was employed in the service of the British Government, in the Black Sea, during the Crimean war. On the conclusion of the war the four ships commenced a regular service between Canada and Liverpool, under contract for mails with the Canadian Government, which contract still continues.

But at first great difficulties had to be encountered, and sometimes disasters, met and borne with patient fortitude. There were few lighthouses in the River or Gulf of St. Lawrence; the various actions of the currents were not well understood, and the captains were new to the work of handling steamships. The "Canadian" was run ashore, by the fault of the pilot, and wrecked in the river, and, through various causes, other catastrophes happened. But the owners never failed in courage, believing that they could conquer all difficulties and demonstrate that the St. Lawrence route can be made safe and pleasant. In that they have succeeded. Their captains, commanded first of all things to be careful, rapidly gained experience as to the position of shoals and the set of currents; the Government gave a well-lighted service for the River and Gulf, so that now, and for years past, the Allans have such confidence in their captains that they take all the risks upon their own ships, and find it more profitable than insuring.

In 1859 the Canadian Government called for a weekly mail service, in lieu of a fortnightly, to meet the growing demands of the Dominion. More ships were therefore built, each an improvement on the last, culminating, for the present, in the superb and popular "Parisian."

To describe one of these steamers will furnish some idea as to the structure of the fleet and the intentions of the Company. The "Parisian" is the largest steel merchant ship afloat, and, in regard to construction and structural arrangements, is thoroughly abreast of the latest achievements in naval architecture. The first of trans-Atlantic shippers to replace iron by steel, the Company have been among the first to construct a passenger ship to meet the requirements of the

Admiralty, dividing her into twenty water-tight compartments, and thus greatly increasing her safety against accidents. The general dimensions of the vessel (which was designed by Mr. Wallace, the Company's Superintendent Engineer) are as follows:—Length over all, 450 feet; breadth, 46 feet; depth (moulded), 36 feet, with a gross tonnage of about 5,500 tons, and a load displacement of about 10,000 tons. The machinery, upon which have been expended immense skill and industry to utilise all the latest results of engineering science, consists of a massive set of compound engines of the three-cylinder type, capable of developing 6,200 indicated horse-power, which will propel the ship at a speed of from 15 to 16 knots per hour. Four double-ended tubular boilers, with 24 furnaces, supply the steam. For the purpose of obtaining the maximum of strength, the hull has been built of steel, made by the Steel Company of Scotland, and the bottom has been constructed upon the longitudinal bracket-framed system, with an outer and inner skin five feet apart; this space is also subdivided into numerous watertight compartments, and, while available for water ballast, is principally valuable in reducing danger should the outer skin be damaged, while ten watertight bulkheads afford protection against the perils arising from collision. In the matter of accommodation for passengers, Messrs. Allan Brothers, in their instructions to the builders, have maintained the great reputation of the firm for attention to the comfort and convenience of those who cross the seas in their vessels. The staterooms, of which there are sufficient for 150 first-class passengers, are luxuriously furnished apartments, fitted with sofa cushions in crimson Utrecht velvet, Brussels carpets, damask door and berth curtains, pneumatic bells, Broadwood's patent washbasins, &c. The rooms are well lighted, admirably ventilated, and are altogether of the most cheerful and comfortable character. On the main dining saloon much pains have been bestowed to secure elegance and comfort, and the result is an apartment which, for beauty and gorgeusness of appearance, as well as capacity for securing ease and enjoyment, it would be difficult to surpass. The saloon is placed before the machinery space, where there is the least vibration, and it occupies the full width of the vessel. The fittings and decorations of the apartment, the artistic effect of which is exceedingly pleasing from an æsthetic point of view, are in the Jacobean style, and the aim of the designer has been to give the room a bright and warm appearance. The sides or walls have been divided into a series

of arched panels by fluted walnut columns under the beams. In the centre of each panel is a sidelight, while richly decorated muralis work forms a background to the blue silk tapestry curtains which are festooned round the sidelights. Respecting the quarters for the steerage passengers, for whom there is accommodation for about 1,150, the owners and builders have been equally solicitous to secure all possible comfort, and to obviate as far as can be done the inconveniences which are inseparable from a voyage across the Atlantic. The berths for females and children are provided in exceedingly commodious, well-lighted and healthy apartments. The rooms are unusually lofty, well-lighted and ventilated, have watertight doors affixed to them, which can be closed in case of collision or other injury, and thus prevent the water reaching them. There is also accommodation provided for thirty-six intermediate passengers, and those who choose this class of passage will have no cause to grumble at their quarters, which are of an exceptionally comfortable and convenient character. It may here be stated that in each of the staterooms the pillow with which the bed of the inmate is supplied constitutes, in case of danger, an effective life-saving apparatus. This pillow, which has been invented and patented by Mr. Woods, Superintendent of the Victualling Department, is made of the hair of the moose, and is so constructed that in the hour of danger the passenger could immediately fasten it around his body in a way which would make his sinking impossible. The pillow consists of two parts, one to cover the chest, and the other the back, and the two portions can be readily fastened by the passenger himself. Once secured to the body, it cannot be removed by the pressure of the water; the end of the pillow supports the chin, and therefore keeps the head above water; while the whole contrivance will act as a protection against injury from floating wreck. The steerage passengers are all supplied with the pillows at a very moderate cost, and, thus fortified against danger, there would, in the event of anything serious happening, be no tendency on their part to indulge in the panic which so often breaks out on such occasions.

In all, the Allan fleet consists of 27 steamships measuring nearly 92,000 tons, and 15 sailing ships measuring nearly 21,000 tons, all of iron and steel. In addition to the line running from Liverpool to Montreal in summer, and to Halifax and Boston in winter, a fortnightly service is maintained between Liverpool and Baltimore. The work of augmentation is still proceeding, and promise is made that even the splendid "Parisian" is to be outdone.

That the business of the Allan Line has grown so enormously as to demand this increase in the fleet is no matter for wonder, for while the Dominion has been rapidly developing its resources, the travelling public have not been slow to discover the many advantages of the St. Lawrence route. Quebec is nearer by 500 miles to Liverpool than is New York, and to that may be added the fact that 600 or 700 miles of the journey are through the Straits of Belle Isle and up the Gulf and magnificent River St. Lawrence, so that the actual sea passage is reduced by more than a thousand miles. Nor has the comfort, even the luxury, of the passengers been lost sight of by the Company. Who but has heard of the terrible sufferings of emigrants at sea—sufferings from overcrowding, want of ventilation, of food and attendance? Even now dire complaints are often made against the ships of lines to New York, but the Allan line is beyond just reproach. The present writer has crossed the Atlantic many times in the Allan boats; has visited the steerage in rough weather and in smooth, and never heard or saw reason for a substantial complaint; the room, the air and the attendance are ample, and the system adopted, by which the sexes are separated in the steerage, deserves unqualified approval. As for the saloon passengers, it goes without saying that they are supplied with every possible luxury, and receive every possible attention. In every way the line deserves the success it has achieved, and gives no promise of falling behind in the great race for excellence in transatlantic traffic.

THE RICHELIEU & ONTARIO NAVIGATION CO.



DUAIN'T and picturesque Quebec held the opinion firmly at one time that geography had conceded to it the right to be considered the head of navigation for ocean-going steamers. Small craft might thread their way to Montreal, but larger craft were compelled to find harbourage there. Montreal merchants, however, conceived the idea of deepening the channel between their city and Quebec, so



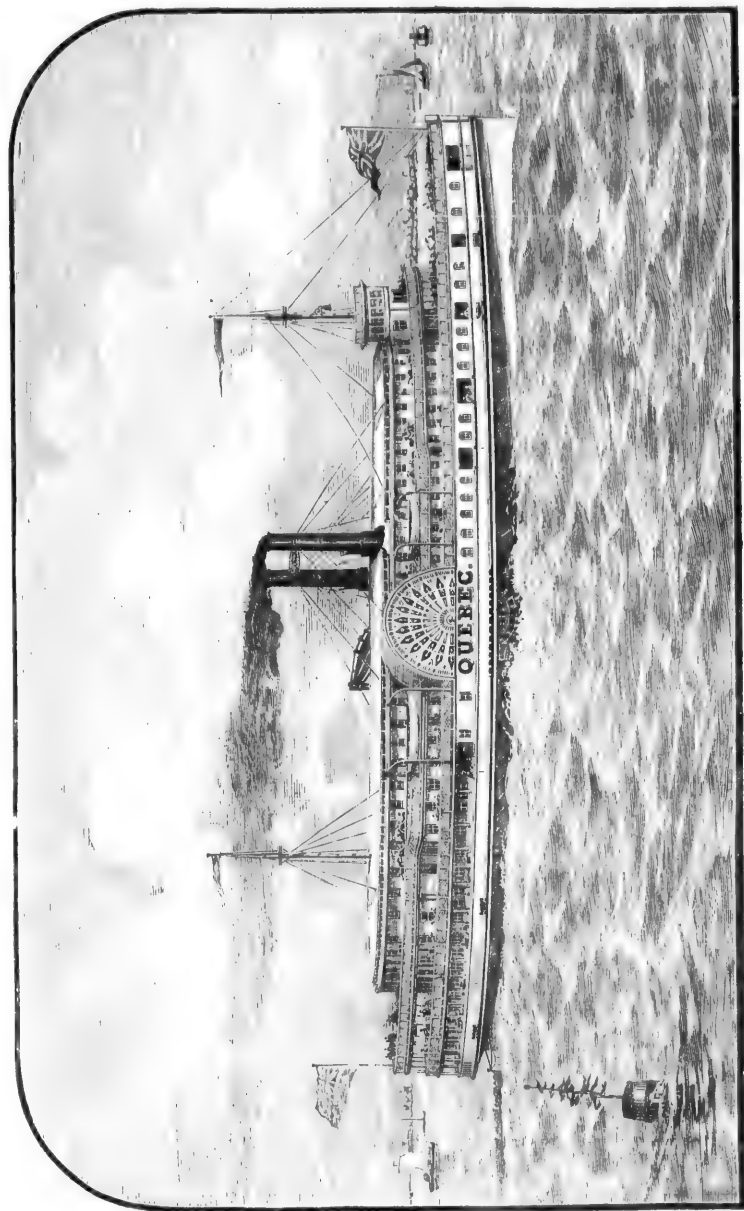
L. A. SENECALE, Esq.

that great ocean-going steamers might bring their freight to their harbours, thus transferring the head of navigation from Quebec to Montreal. Still, transatlantic

passengers continued to be landed at Quebec, and had to find their way inland by rail. This suggested the need for river boats to ply between the two cities, and the demand was early met by supply.

In 1845 the Richelieu Company had been formed by Mr. Sincennes, for the purpose of building and running a boat to carry passengers and freight between Montreal and Chambly, with head quarters at Sorel. This first river boat was of 125 tons, commanded by Mr. Sincennes himself, and named after the river to be navigated by it—the Richelieu. Business prospered with the Company, and in 1848 another boat was built, called the Jacques Cartier, and set to work to ply between Montreal and Berthier.

In 1855 the Company made an ambitious new departure in the way of development, and built two new boats, the Victoria and the Napoleon, of 350 tons each, to run between Montreal and Quebec, in opposition to the Torrance Line, which had started some time previously, and was carrying on successful operations. The capital of the Richelieu Company at the time was \$125,000. For three years the keen competition went on, each Company hoping to wear or work the other out, but in 1858 the Torrance Company gave up the contest by selling their boat, the Quebec, to the Richelieu Company for the sum of \$30,000. Without a rival on the St. Lawrence and its large tributaries, the Company found its trade rapidly increasing. In 1860 the Columbia was purchased and the capital raised to \$139,000. In the following year the "Europe" was added to the fleet at a cost of about \$15,000, but a still more important step was taken in 1862, by the amalgamation of the Lake St. Peter Line and the Terrebonne & l'Assomption Line with the Richelieu Company, which increased their line of steamships by four new boats to ply between Montreal and Three Rivers, Montreal and Chambly, Montreal and Terrebonne, and Montreal and l'Assomption. By this amalgamation the capital of the Company was increased to \$230,000. Not content with merely success, the management pushed development to meet and even make demand for accommodation for travel and traffic on the great St. Lawrence River. In 1861 the magnificent steamboat Montreal was built at a cost of \$120,000, affording not merely accommodation but luxury for all its passengers. A further extension of the Company's business was effected in 1863, by the purchase of the boat St. Francois Yamaska, but the following year saw the crowning of the Company's



efforts, for the superb "Quebec" was built at a cost of \$172,000. The Directors had come to the decision to place on the route between Montreal and Quebec, steamers equal in carrying capacity, commodity, comfort and speed, to any boats on the Hudson or other American water routes. The above mentioned "Montreal" was the first product of the ambitious idea, the "Quebec" was the second. A brief description of the latter will give, perhaps, some impression to the reader of the enterprising spirit by which capitalists were animated in those days.

The hull of the steamer "Quebec," was contracted for in England, built of Bessemer steel, due care being taken in the design as to her strength and capacities especially as she was destined to carry two tiers of staterooms above her main deck. Her length from fore part of main stem to after part of stern post is 282 feet 6 inches; her depth of hold is 12 feet, her boilers (2 in number) are placed in the hold, securely fastened, so as to give steadiness of motion; she is fitted with a low pressure engine and skeleton walking beam; her speed is from 18 to 20 miles an hour for ordinary requirements, but when pushed she has attained a maximum of 22 miles. The dining saloon is aft, replete with comfort and elegance, well lighted, and contiguous to a very spacious kitchen. As many as 200 guests can be seated at table, which is served by a well trained staff of waiters. On the main deck the commodious ladies' saloon is placed aft, and adjoining stands the Purser's office. The fore part of the boat is reserved for freight, of which she can carry a very large quantity, on account of her spacious guards. The upper saloon is one of the grandest, for size and elegance of finish, in the Dominion. The furniture and carpeting are of the latest design, and, when the saloon is lighted up at night, present to the traveller all the requirements of home comforts, combined with safety. On the whole the saloon cannot be surpassed, if equalled, by any other line of steamers on the Continent.

But with the building of the "Quebec" the developments of the Company's business did not cease. The work of re-building and improving went on until all the boats were of iron and steel. A further and yet more ambitious extension was made in 1875, when the Richelieu Company amalgamated with the Company owning the boats running from Montreal west to Toronto and Hamilton, and the name of the enlarged company was changed into the Richelieu & Ontario

Navigation Company, with a capital of \$1,500,000, represented by eight splendid boats. In 1876 the "Athenian" and "Abyssinian" were bought; in 1880, the "Cultivateur;" and in 1883 the "St. Francis." The object of the Company was to have



SHOOTING THE RAPIDS.

unchallenged control of the river, and after many years of patient and persistent effort, the end sought has been attained. Nor have the travelling public much, if anything to complain of on account of the monopoly. Although there is no competition on the river, the Grand Trunk Railway will always keep the river rates for travel within reasonable limits. But this apart, the Directors of the Company have always been as now, not only enterprising, but prudent. Under the Presidency of the late Sir Hugh Allan—which lasted from 1876 to 1882, the Company greatly developed its resources, but when Mr. L. A. Senecal was called to the Presidency, a new impetus was given to all its working. This can hardly be matter for wonder, for Mr. Senecal, besides having been identified very largely with railway building, may almost lay claim to be styled the father of the river trade of Quebec. As early as 1853, seeing the great possibilities in this direction, he bought and took command of the "George Frederic," then plying at Ogdensburg, came down in her with the ice as it broke up in early Spring, and at once started business between Montreal and Sorel. In the following year he had her fitted with new engines and named "Vercheres." The line was maintained until 1857, when the "Yamaska" was added to ply on the Yamaska River, between St. Anne and Montreal. In the following year yet another was built, to inaugurate navigation on the St. Francois River, the ports being St. Francois

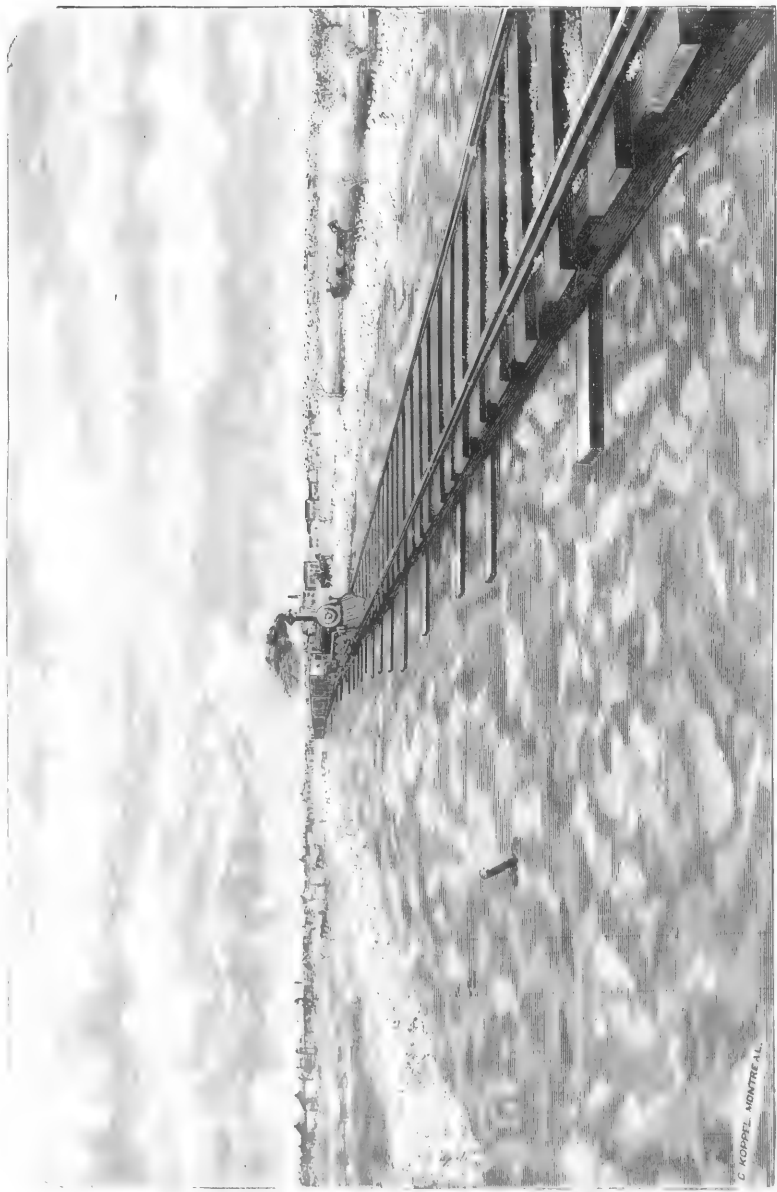
and Sorel. So that to Mr. Senecal belongs the credit of first opening up those rivers for steamboat traffic, often at great cost to himself. The value of his work there has received abundant demonstration in these later years



INDIAN BOAT

In 1860 Mr. Senecal conceived the ambitious idea of competing with the Richelieu Company, and to that end started the steamer Ottawa to ply between Montreal and Quebec. Meantime he was carrying on an extensive business with the United States in grain and lumber. He was employing eleven steamboats and eighty-nine barges trading between Montreal, Sorel and Whitehall. Although misfortunes came which turned Mr. Senecal to other lines of business where his restless energy and indomitable ability commanded success in milling, lumbering, railway building, &c., when the opportunity came, nothing loath he turned again to the old and congenial trade on the river as President of the Company he once opposed. Under his *regime* great things are expected, and as great things are possible in the way of developing the river traffic, there is no reason to doubt that the general hope will be fulfilled.

As Mr. Senecal is the author of the railway laid on the River St. Lawrence at Montreal in winter time, it is fitting that a sketch of the quaint construction should be inserted here.



RAILWAY ACROSS THE ST. LAWENCE ON THE ICE.

C. KOPPEL MONTREAL

THE DOMINION LINE OF STEAMSHIPS.

 HIS enterprise was commenced in 1872, and originated in Canada with the firm of David Torrance & Co., whose senior, Mr. David Torrance, had been long engaged in mercantile pursuits, and extensively concerned in the inland shipping trade, more particularly as owning or managing steamboats between Montreal and Quebec, with which the old firm of John Torrance & Co. was specially identified from a very early period. Mr. David Torrance became President of the Bank of Montreal in 1873, and died in 1876. His partner, Mr. Cramp, who had been a Director of the Canada Shipping Company, previous to 1872 having become convinced that the business of the Port of Montreal could be most favorably carried on by ocean steamships, and that the day for sailing vessels was rapidly passing by, proceeded to England, and there entered into negotiations at Liverpool with the firm of Flinn, Main & Montgomery, then managing steamships in the New Orleans trade. Mr. Henry Flinn, the head of that house, had long been known and respected in Canada as having commanded vessels in the trade, thus acquiring large experience in that business; he had also enjoyed the special confidence of the late Mr. Andrew Shaw, whose name all old Montreal merchants greatly respect. The Company thus formed was named The Mississippi and Dominion Steamship Company, and at once entered with vigour into the Canadian trade. Its capital was raised partly in Canada—principally in the City of Montreal—but the largest share has always been held in Liverpool. At the outset the Company practically confined its attention to the transport of merchandise, but was one of the pioneers in the cattle trade, which has now grown to such large proportions, and from which the farming interest has derived very important and yearly increasing advantage. From an early period, also, the conveyance of immigrants was undertaken, and this branch of business speedily assumed large dimensions, the arrangements for comfort and convenience

of such passengers having been carefully studied. In this connection it may be also said that the Department of Immigration has always received from the Dominion Line active co-operation and support in its policy, a fact which has frequently been referred to and acknowledged by the Hon. J. H. Pope, the present Minister. Within the last year this Company has made progress in another direction, more especially to meet the wishes and requirements of the Grand Trunk Railway Company, with which great corporation the Dominion Line has, from the first, been closely identified in its traffic operations of all kinds—we refer to the building of first-class passenger steamers, two of which have been already placed on the St. Lawrence route, the "Sarnia" and "Oregon." These magnificent vessels are fitted up in a luxurious manner with saloons amidships, large music room and staterooms, all placed on the outside line of the vessel, thus securing light and ventilation.

It is believed that no more desirable conveyance for passengers across the Atlantic can be secured than is offered by these vessels; but the Company has now far advanced in construction a steamer, it is believed, both larger and faster than any yet engaged in the Canadian passenger service. The "Vancouver," about being launched, is of noble proportions, and 5,700 tons measurement. Her decks being constructed of iron covered with wood give immense strength and rigidity to the vessel. The main saloon is amidships forward of the engine, and extends the whole width of the ship, being lighted from the sides and an opening in the centre of the ceiling. This opens into the music-room above, which is magnificently fitted up as a drawing-room for the passengers, and richly decorated. The saloon is ornamented in the most fashionable style, characteristic of the best Trans-Atlantic lines, with high ceiling, swing chairs, settees and couches upholstered in Utrecht velvet. The state-rooms are very lofty and light, presenting an exceedingly attractive appearance, and—which is of the greatest importance to those crossing the Atlantic—very roomy, each cabin having a side-light, enabling passengers to secure both light and ventilation. The bath-rooms, fitted with marble, supply hot and cold filtered sea-water, and shower-baths of a similar description. One of the most notable features in this vessel is the great height of the 'tween decks, especially the upper and main steerage deck, which affords ample ventilation, and great care has been taken to secure proper heating. The intermediate passenger department is a comparatively new departure

for this company, and the provision made for the comfort of this class of passengers is now very great. Special attention has also been given to securing the steadiness of the vessel.

The "Vancouver" will have accommodation for 175 first class passengers, and be lighted by electricity, all the rooms have pneumatic bells, and the ship generally is furnished with every improvement hitherto devised for comfort and safety. She will make her appearance at Montreal in May, and, we are sure, will be welcomed by all those who are interested in the progress and prosperity of our country, especially in its mercantile marine. We close this short notice by adding that the Company has now a fleet of 11 steamships, aggregating 37,284 tons, and is represented in Canada by Messrs. David Torrance & Co., the General Agents at Montreal. This firm now consists of Mr. Thomas Cramp and Mr. John Torrance, and in winter has a branch office in Portland, to which port the steamers trade in that season in connection with the Grand Trunk Railway Company. Mr. Cramp has been from the first a Director in the Steamship Company, whose head office is at Hervey's Building, James Street, Liverpool, the firm of Messrs. Flinn, Main & Montgomery being Managing Directors, and Henry Flinn, Esq., to whom reference has already been made, is the Chairman of the Company. The following vessels now compose the fleet of the Dominion Line:—"Vancouver," 5,700 tons; "Brooklyn," 4,500 tons; "Sarnia," 3,850 tons; "Oregon," 3,850 tons; "Montreal," 3,284 tons; "Toronto," 3,284 tons; "Ontario," 3,176 tons; "Dominion," 3,176 tons; "Quebec," 2,700 tons; "Texas," 2,700 tons; "Mississippi," 2,680 tons.



THE BANKING INTEREST.



THE following *resume* of the Banking System of Canada is taken from a reported lecture by George Hague, Esq., Manager of the Merchants Bank, Montreal, an acknowledged authority on all questions of Finance in general and Banking in particular. After dwelling on the creation and growth of Joint Stock Banks in Scotland and Ireland, Mr. Hague said:—

"It can be understood how it has come to pass that to a large extent banking in Canada has followed the models of Scotland and Ireland, rather than of England. A large part of the commerce of early Canada was in the hands of men from Scotland or the North of Ireland. When the need of banking first began to be developed it was therefore natural that these men should cast about and endeavour to establish institutions on the model of those they were familiar with. The Joint Stock form of banking, in fact, was the only one possible in those days. The first banks were, of course, in Quebec and Montreal. The Quebec Bank and the Bank of Montreal both commenced business in the year 1818. The banking business of Quebec at that time was largely employed in carrying on the export of the product of our great forests, which covered then an immensely larger area than they do now. Nearly the whole of the vast region now forming the Province of Ontario, was at that time an unbroken wilderness of wood, the only industry known therein being that of the hardy lumberman, who ventured into the depths of the forests to fell the finest trees for the purpose of making timber. That and the fur industry, which had its principal centre in Montreal, furnished the only ground for the export business of the country. The resources of the banks, consisting partly of their own capital, partly of the means of their deposits, very slender indeed in those days, were employed in lending money to the enterprising men who carried on those operations; the importers of Canada gradually came to centre rather about Montreal than about Quebec. As settlement progressed in the interior regions

of Lower Canada, and along the shores of the St. Lawrence and Lake Ontario, these merchants established business relations with the traders who carried on the business of storekeepers in the small centres of settlement round about which the forest was gradually giving way to the beginnings of the farm. These storekeepers supplied the wants of the settler, giving long credit, an absolute necessity in those days, and receiving in payment almost invariably not money, but such produce of the farm as could then be spared. The produce was shipped to Montreal in settlement of his account. These early merchants were, in many cases, scions of solid and respectable British houses, or junior partners therein, or young men who had been trained in Glasgow, Liverpool or London, and brought with them the traditions and habits of unfailing industry, untiring work, steady perseverance and indomitable energy, which have made the commerce of Great Britain what it is to-day. These were the men who did business with the Bank of Montreal in those days, who drew bills on England against the produce of the country shipped there, who remitted through the bank the payment for the goods they imported thence, and it was these men who, as the country developed, assisted the traders of the still rising settlement to pay cash to the farmer for his produce, borrowing money from the bank for the purpose, the trader in the interior being responsible for the payment along with the merchants in Montreal. There was even in those days a class of careful, prudent, money-saving persons, particularly of the older inhabitants of this ancient city, (for Montreal is one of the oldest places in America) and these were glad of so solid and secure a place for the deposit of their money as the bank aforesaid."



BANK OF MONTREAL.



THE men who decided that a Bank of Montreal was a necessity of the times were remarkable for their caution in enterprise. Prominent men all of them, they could not afford to lose a well-earned reputation, so when they started the new adventure in 1817, with Mr. John Gray as president, they were content to rent offices at £150 per annum. The work was placed in the hands of Mr. Robert Griffin, cashier, one teller and one accountant. Business was opened upon a paid-up capital of \$350,000; in 1819 it was increased to \$650,000 and in the following year to \$750,000. The story of the increase of the paid-up capital of the Bank is one of the most remarkable things in Banking history. In 1829 the capital was \$850,000; in 1841, \$2,000,000; in 1845, \$3,000,000; in 1855, \$4,000,000; in 1860, \$6,000,000; in 1873, \$12,000,000, at which it now stands, the largest capital on the American continent and one of the firmest banking institutions in the world.

In the first full year (1819) of the Bank's operation a dividend was paid at the rate of 8 per cent. per annum, and since then (with the exception of the years 1827 and 1828, when it paid nothing to the shareholders) the annual dividends have ranged from 6 per cent. to 16 per cent., or say, a dividend of 12 per cent. with a bonus of 4 per cent., according to the earnings. The dividend for the last year, 1883, was 10 per cent. per annum.

That the affairs of the Bank were carefully conducted will be seen from a glance at the growth of the "rest," or reserved profits, which are held as so much additional capital. After 8 per cent. had been paid as dividend in 1819 a balance of \$4,168 remained on hand, and was laid aside as a rest. From that date of small beginnings the amount has steadily grown, making the assurance of shareholders doubly sure. In 1825 it was \$30,780, going down to \$12,064 in the following year, and up to \$107,084 two years later; in 1830 it stood at \$31,360. Five years later it stood at \$80,660, rushing up to \$197,828 in 1837;

in 1840 it showed \$89,480; in 1850, \$120,192; 1860, \$740,000; 1870, \$3,000,000; 1880, \$5,000,000, and in 1883, \$5,750,000. The advantages of this "rest" have been many and great, for it has stood the shareholders in good stead in times of depression, for among other things it was an enormous earning power. The great disasters which befell the banking community of England in 1826 exercised a powerful influence upon Canadian commerce, and strained the strongest institutions. The Bank of Montreal was able to pay but 3 per cent., and that at the cost of more than half of its reserve. Years of hard times followed, but with 1832 came a change, and the dividends steadily increased until 16 per cent. was paid in dividend and bonus upon an enormously increased capital. The par value of the shares to-day is 200, the selling price of which is 356 or thereabouts.

The prosperity which the Bank of Montreal has commanded almost from its inception, and its long continued immunity from anything like a threat of disaster must be attributed mainly to the ability and prudence with which its affairs have been managed. Under the presidency of Mr. John Gray, who held the position from 1817 until 1820, a careful banking *regime* was established. Mr. Gray's policy was endorsed and perpetuated by his successor in office, Mr. Samuel Gerrard, who occupied the presidential chair until 1827. The Hon. Horatio Gates was called to the presidency upon the retirement of Mr. Gerrard, but he held the position for only a brief period, and Mr. John Molson took the reins of government into his hands. And capable hands they proved to be, so capable that the shareholders were well content to leave their business to his management. Then followed the prosperous reign of the Hon. Peter McGill, beginning in 1835 and lasting until 1860, during which years great success was achieved. When Mr. McGill retired on account of failing health Mr. T. B. Anderson was elected to fill his place, which he retained until declining years compelled him to retire in 1869. That success was mainly due, however, to the ability of the principal executive officials. In 1827 Mr. Benjamin Holmes succeeded Mr. Griffin as cashier, and during his *regime* it was established that the Bank must depend rather upon the cashier than upon the President for general management. Mr. Holmes held the position of cashier until 1826, when he resigned, and Mr. Alexander Simpson, who had for some years previously been in charge of the Quebec branch of the Bank was elected

to fill his place. On Mr. Simpson's retirement in 1855 Mr. David Davidson, who had been for a considerable time Manager of the Bank of British North America in Montreal, became Cashier, and at his suggestion an Act of Parliament was demanded, and granted, changing the title of Cashier into that of General Manager. Mr. Davidson was a man of great ability, in whom enterprise and caution were evenly balanced. His first act was the reorganization of the working of the Bank by the introduction of the Scotch system. At the time our financial institutions were feeling the strain of long continued commercial depression, and Canada was suffering as only a young and undeveloped country can suffer in such a time of general disaster. This depression became a panic in 1857, and to Mr. Davidson's bold policy and full appreciation of the position must be ascribed the fact that the merchants of Montreal passed through the crisis comparatively unscathed. Thus a double object was gained; the trade of Montreal was saved, and a great and valuable business was secured to the Bank.

On Mr. Davidson's retirement to become the Treasurer of the Bank of Scotland, Mr. E. H. King, who, as well as Mr. C. F. Smithers, had followed Mr. Davidson from the Bank of British North America, succeeded to the general management. His name will long be remembered as a banker of exceptionally great ability. Mr. King continued the policy so successfully inaugurated by Mr. Davidson, and year by year the position of the Bank was strengthened while the shareholders were rewarded with increasing dividends. So greatly did Mr. King win his way that in 1859 he was made President with Mr. R. B. Angus as General Manager. This was, in fact, a joint management, for Mr. King was not President as other Presidents had been since the days of McGill, that is, commercial men giving to the Bank a portion of their time mainly as filling the chair at Board meetings, but as giving all his time to the Bank's affairs in conjunction with his able coadjutor Mr. R. B. Angus.

When Mr. King retired in 1873, Mr. David Torrance was elected President, and he held office until the time of his death in 1873, when Mr. George Stephen (now President of the Great Canadian Pacific Railway Company) was called to the office, which he held until 1881. But it meant a reversion to the old policy of placing the affairs of the Bank mainly in the hands of the General Manager, who consulted and advised with the Directors. Mr. Angus

in his associate management with Mr. King had won the confidence of Directors, shareholders and the public, so that all who had a voice in the matter were well content to place him practically at the head of this great institution, where he continued, ably fulfilling the obligations devolving upon him until the time of his resignation in 1879. In some respects it was feared at the time that the resignation would lead to trouble for the Bank, for again depression had overtaken trade—the times were worse than critical, and it was felt that ability, experience and prudence were required as they only can be required in times of emergency. Feeling the need for some directing genius, with one accord the Directors turned to Mr. Smithers, who had been connected with the Bank almost continuously since 1858. He had well filled the position of Inspector at one time, and then had been a most successful agent of the branch in New York. Who else could meet the emergency? With common consent he was called to Montreal, and more than fulfilled the general expectation. Under the General Managership of Mr. Smithers the Bank weathered the storm and reached safe anchorage. In 1881 the Directors recognized the ability and services of Mr. Smithers by a reversion to the policy adopted during Mr. King's *regime*, that is they elected him to the Presidency, with Mr. W. J. Buchanan as General Manager. Mr. Buchanan has been connected with the Bank since 1853, filling post after post in upward gradient. Mr. Smithers devotes all his time and great abilities to the Bank, and finds an able and faithful associate in the General Manager. The following gives the Bank's financial holding, its Directors, officers and agencies :—

CAPITAL (<i>all paid up</i>)	- - - - -	\$12,000,000.
RESERVED FUND,	- - - - -	5,750,000.

HEAD OFFICE—MONTREAL.

BOARD OF DIRECTORS :

C. F. SMITHERS, Esq., <i>President</i> .	HON. D. A. SMITH, <i>Vice-President</i> .
GILBERT SCOTT, Esq.	ALEX. MURRAY, Esq.
A. T. PATERSON, Esq.	G. A. DRUMMOND, Esq.
	HON. JOHN HAMILTON.
	ALFRED BROWN, Esq.
	HUGH M'LENNAN, Esq.

W. J. BUCHANAN, *General Manager*.

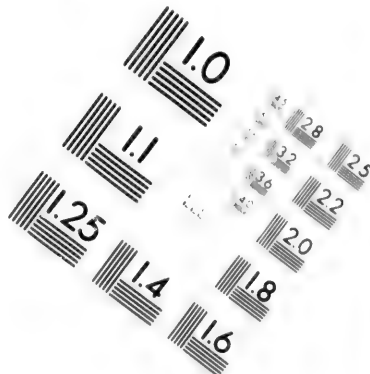
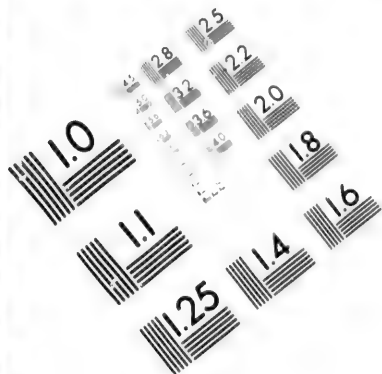
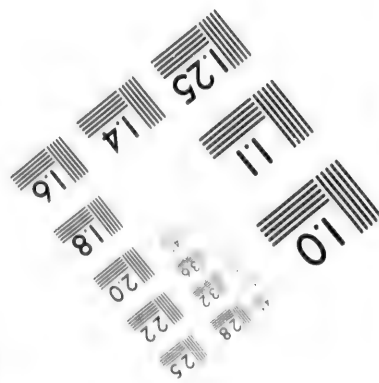
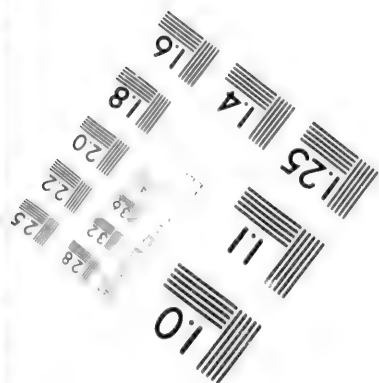
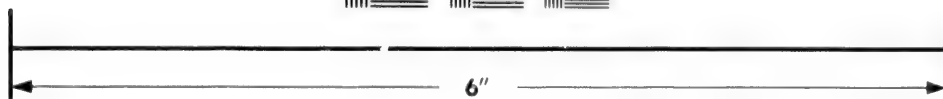
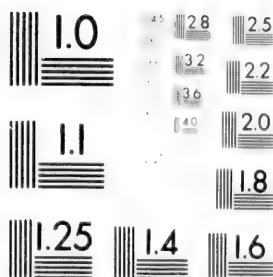


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BANK OF MONTREAL.

A. MACNIDER, *Assist. Gen. Manager and Inspector.*H. V. MEREDITH, *Assist. Inspector.*A. B. BUCHANAN, *Secretary.*W. W. ROBERTSON, Q.C., *Solicitor.*

BRANCHES IN CANADA:

MONTREAL—E. S. CLOUSTON, *Manager.*

ALMONTE, Ont.	HALIFAX, N.S.	PETERBORO, Ont.	STRATFORD, Ont.
BELLEVILLE, "	HAMILTON, Ont.	PICTON, "	ST. JOHN, N.B.
BRANTFORD, "	KINGSTON, "	PORTAGE LA PRAIRIE, Man.	ST. MARY'S, Ont.
BROCKVILLE, "	LINDSAY, "	PORT HOPE, Ont.	TORONTO, "
CHATHAM, N. B.	LONDON, "	QUEBEC, Que.	WINNIPEG, Man.
CORNWALL, Ont.	MONCTON, N. B.	REGINA, Assiniboia, N.W.T.	
GODERICH, "	OTTAWA, Ont.	SARNIA, Ont.	
GUELPH, "	PERTH, "		

AGENTS IN GREAT BRITAIN:

LONDON, BANK OF MONTREAL, 9 Birchin Lane, Lombard Street.

C. ASHWORTH, *Manager*

LONDON COMMITTEE:

E. H. KING, Esq., . . . *Chairman.*

ROBERT GILLESPIE, Esq.

SIR JOHN ROSE, BARR., G.C.M.G.

BANKERS IN GREAT BRITAIN:

LONDON, THE BANK OF ENGLAND,	LIVERPOOL, THE BANK OF LIVERPOOL.
" THE UNION BANK OF LONDON,	SCOTLAND { THE BRITISH LINEN COMPANY
" THE LONDON AND WESTMINSTER BANK,	AND BRANCHES.

AGENTS IN THE UNITED STATES:

NEW YORK, WALTER WATSON and ALEX. LANG, 59 Wall Street.

CHICAGO, BANK OF MONTREAL, 159 Madison Street; W. MUNRO, *Manager.* R. Y. HEDDEN, *Assist. Manager.*

BANKERS IN THE UNITED STATES:

NEW YORK, THE BANK OF NEW YORK, N. B. A.	BUFFALO, BANK OF COMMERCE IN BUFFALO,
" THE MERCHANTS NATIONAL BANK.	SAN FRANCISCO, THE BANK OF BRITISH COLUMBIA.
BOSTON, THE MERCHANTS NATIONAL BANK.	

COLONIAL AND FOREIGN CORRESPONDENTS:

ST. JOHNS, NFD., THE UNION BANK OF NEWFOUNDLAND.	INDIA,	} ORIENTAL BANK CORPORATION.
BRITISH COLUMBIA, THE BANK OF BRITISH COLUMBIA,	CHINA,	
NEW ZEALAND, THE BANK OF NEW ZEALAND,	JAPAN,	
	AUSTRALIA,	

MONTREAL, Dec. 1883.

THE MERCHANTS BANK.



EARLY in 1864 it became generally known that Sir Hugh Allan contemplated starting a new bank in Montreal, and at once it became a subject for discussion as to whether the banking business was capable of further extension. Although the general opinion was against any new venture in that direction, Sir Hugh, relying as his habit was upon his own judgment, established the Merchants Bank with a paid up capital of \$100,000, a strong Board of Directors, Sir Hugh Allan, President, and Mr. Jackson Rae, Cashier. Before the first report was produced in July, 1865, the paid up capital had been increased to \$395,592, and as justification of the judgment of those who had started the Bank a dividend at the rate of 8 per cent. was paid for the first year, besides a balance of \$604.83 which was laid aside as rest. In the following year the paid up capital was increased to \$657,952, upon which the net profit was \$94,793, or nearly 14½ per cent. interest upon the capital. During that year a further issue of stock was made and taken up, which increased the capital of the Bank in 1867 to \$857,985, upon which a net profit of \$108,208.50 was made, or 12½ per cent. On this declaration of success it was resolved to increase the subscribed capital to \$2,000,000, which was at once taken by the existing stockholders; but during the year negotiations were entered into for taking over the business of the "Commercial Bank of Canada," which had its head quarters at Kingston, and had recently suspended payment. Negotiations were entered into which finally resulted in the shareholders of the Commercial Bank receiving one share in the Merchants Bank of Canada for every three in the Commercial Bank. To meet the great volume of business thus created the Directors determined to further increase the subscribed capital to \$4,000,000. The stock offered was taken, and also another \$2,000,000 in 1869, making the capital \$6,000,000. Although the year 1869 was a period of great commercial depres-

sion the Merchants Bank held its way, paying a good dividend and maintaining a rest of some \$700,000.

For many years the success of the Bank was uninterrupted—branches had been opened in various parts of the Dominion, adding greatly to the general business done. The ordinary net profit on each year's operations was $12\frac{1}{2}$ per cent.; 8 per cent. dividends were paid and the balance went to increase the "rest." The report of 1873 showed a paid up capital of \$6,946,280.00, a rest of \$1,700,000, and the net profit for the year was \$753,712.65. Although the mercantile community met with a severe check in 1874, the Merchants Bank made a net profit of \$940,968, and paid its shareholders a dividend of 12 per cent. But the times of hardness had been entered upon; in 1875 the report gave a paid up capital of \$8,102,046.67, a rest of \$1,850,000, and a net profit of \$834,202.84—which allowed a dividend of 9 per cent. The depression not only continued but deepened and became universal. It was a time of crisis, if not of panic, and was everywhere felt. The Merchants Bank had to endure its share of suffering, as is shown by the report of 1876, when the shareholders were compelled to accept a reduced dividend. During the year 1876-77 the General Manager, Mr. Jackson Rae, resigned his position and Sir Hugh Allan vacated the President's chair. The Hon. John Hamilton was elected President, and the Directors had to cast about for the best possible manager to meet the emergency.

Fortunately for the directors and shareholders the man they needed was available. Mr. George Hague, of Toronto, had earned a good reputation as a banker. His first school was in England. Having learnt his business well he emigrated to Canada in 1854. His first banking position in Canada was that of Accountant in the recently formed Bank of Toronto. Then followed the managership of a branch, and then that of the head bank for fourteen years. Mr. Hague, as principal, more than fulfilled his early promise, and when he retired from the banking world it was with the regret of the clients of the Bank and the public generally. And so it came to pass that in the time of depression the President and Directors of the Merchants Bank earnestly urged Mr. Hague to undertake the management of their affairs. He did so. A new policy was at once inaugurated, which bore mainly upon cutting down the number of branches distributed over the country, combined with rigid economy and a well organized

system of inspection. A careful survey of the position by the new Manager and a committee of the directors showed that the capital account had to be reduced to about five and a half millions and the contingent fund to \$750,000. In this dissection nothing was spared; everything dead was ruthlessly written off and the institution placed upon a sound basis. Public confidence came to the help of the management and the reorganization resulted in dividends of 6 and 7 per cent. By the report of 1878 the paid up capital was shown to be \$5,461,790; the rest, \$475,000; the contingent fund, \$530,000; and the dividend for the year was seven per cent on the capital. Since then the affairs of the Bank have been carefully and successfully administered. Sir Hugh Allan was again elected President at the annual meeting in 1882. The President dying suddenly in Scotland, after a fitting interval, during which Mr. Robert Anderson filled the position, Mr. Andrew Allan was elected to the vacant post. The report of 1883 showed a paid up capital, \$5,714,506.66; rest, \$1,150,000; contingent fund, \$255,000.

The Directors are :

ANDREW ALLAN, Esq., President.	
ROBERT ANDERSON, Esq., Vice-President.	
Wm. Darling, Esq.,	Hector Mackenzie, Esq.,
Jonathan Hodgson, Esq.,	John Duncan, Esq.,
Adolphe Masson, Esq.,	John Cassils, Esq.,
Hon. J. J. C. Abbott, Q.C., M.P.	
GEORGE HAGUE, General Manager.	
J. H. PLUMMER, Assistant General Manager.	

BRANCHES IN ONTARIO AND QUEBEC.

Belleville,	Kincardine,	Prescott,
Berlin,	Kingston,	Quebec,
Brampton,	London,	Renfrew,
Chatham,	Montreal,	Stratford,
Galt,	Napanea,	St. John's, Q.,
Gananoque,	Ottawa,	St. Thomas,
Hamilton,	Owen Sound,	Sherbrooke,
Ingersoll,	Perth,	Toronto
Windsor,	Walkerton.	

BRANCHES IN MANITOBA.

Winnipeg,	Emerson,	Brandon.
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Bankers in Great Britain The Clydesdale Bank, (Limited,) 30 Lombard street, London, Glasgow and elsewhere.
Agency in New York, 61 Wall street, Messrs. Henry Hague and John B. Harris, Jr., Agents.

Bankers in New York—The Bank of New York, N. B. A.

THE CITY AND DISTRICT SAVINGS BANK,

MONTREAL.



THE idea of a savings bank for the poor people was first put into shape in England, 1804, when the Tottenham Bank was established. The idea soon became general and leading men were found to give it the aid of their name and experience—practical good came of it, and Canada followed suit in the benevolent effort. The work of laying the foundation upon which the present large and firm superstructure was built was mainly done by the late William Workman—a man eminent in the commercial world—of great mental force, benevolent of mind and rich withal. He, and others with him, saw that the poor could be helped in a practical way by having their small savings safely cherished for use at any time.

In 1841 a measure was passed through Parliament incorporating Savings Banks. It was a general Act. At the time only one institution for savings existed, it was the Montreal Savings Bank and kept within the Bank of Montreal, but at the death of its manager, Mr. John Armour, it became a part of the Bank of Montreal and was the origin of the Savings Bank Department of that institution. Five Banks were founded on the Act of 1841. The Provident Savings Bank of Montreal; the Montreal City and District Savings Bank in 1846; La Caisse D'Economie, Quebec, in 1855; the Provident and Savings Bank of Quebec in —, and one in Ontario, then known as Upper Canada. The special feature in the Act was that Savings Banks were permitted to invest in Bank stocks and mortgages. But a feeling of insecurity had soon been manifested on account of the fact that the only Savings Bank then existing, the Provident and Savings, was supposed to have invested too largely in mortgages. To those who took an interest in the welfare of the poorer classes it seemed inevitable that, with regard to some at least of the mortgages then

held, the ultimate result must be loss to the Bank, and, as the labouring class had small opportunity for choosing an institution to which it might confide its savings, the establishment of the City and District was seriously considered. In 1846 the Bank was founded with fifteen Managing Directors choosen from some sixty Honorary Directors. They were William Workman, Alfred LaRocque, Joseph Bourret, L. H. Holton, Francis Hincks, Damase Masson, Henry Mulholland, Pierre Beaubien, Henry Judah, Charles Wilson, Joseph Grenier, John E. Mills, Nelson Davis, John Tully, Jacob DeWitt, L. T. Drummond.

As the Savings Banks, under the Act of 1841, were entirely of a charitable character, the then Bishop of Montreal, Monseigneur Bourget, became its patron, without, however, giving any sectional bias to the institution. An important decision also made was, that no portion of the Bank's funds should be invested in mortgages. The prudence of this has been fully demonstrated by the after years of financial operation.

For the first two years the Bank progressed quietly with one mishap, which might have proved serious but for the devotion of the Directors, who, although unpaid for their services, subscribed their names to notes to meet a loss resulting from depreciation of City Bank stock. There was no stock or accumulated profits at the time to secure deposits, and only this act of the Directors saved the Bank from ruin and enabled it at a future time to recoup the loss.

During the general depression of 1848 the Provident and Savings Bank of Montreal was compelled to suspend payment, which unfortunate event shook the confidence of the working classes to such an extent that for years they regarded such institutions with suspicion. The amounts due depositors by the City and District were in 1847, \$250,702; in 1848, \$178,241; 1849, \$153,770; 1850, \$273,994. But from this time progress was rapid, each year showing a large increase in business, except in the years 1854-55 and 1857. In 1870 the amount due depositors was \$2,880,769; the number of depositors, 9,362; with an average of \$307.68 for each depositor.

It having been felt by many leading financial men of the country that necessity existed for giving greater security to depositors, a change was effected so that interest should depend not merely upon the Banks, accumulated profits.

In the case of the City and District the accumulations amounted to about \$180,000, a sum insufficient to meet any considerable loss which might occur, and out of proportion to the sum then due its depositors. To meet this felt want it was determined to create sufficient stock to place the depositors beyond the possibility of losing their earnings.

When this change was made in 1871 the Directors of the City and District were :—Hon. L. H. Holton, William Workman, A. M. Delisle, Edwin Atwater, Mr. Justice J. A. Berthelot, Hy. Judah, A. LaRocque, Hy. Mulholland, Hy. Starnes, Edward Murphy.

The capital stock of the Bank was fixed at \$2,000,000, and it was stipulated that the books of the Bank should be balanced, and whatever profits existed at the time were to form a Poor Fund to be invested in Municipal or Government Debentures, approved of by the Government, the interest to be distributed among the various charitable societies of the city. (This of course was applicable to all Savings Banks.) Other regulations were made, prohibiting Savings Banks from investing funds in mortgages or other securities than Municipal Debentures and Government Securities; providing for the acceptance of Bank stocks as collateral, and that twenty per cent. of the total amount deposited should consist of Federal Government Securities or cash in chartered Banks, &c. Of the then existing Banks, two, the City and District, with two millions subscribed and \$600,000, and La Caisse D'Economie, with one million subscribed and \$250,000 paid up, elected to "continue their business and subscribe the stock, paying it up according to the requirements of the Act," instead of "handing over their assets to a chartered Bank" or to the "Government to continue their business."

The accumulated profits of the City and District, when the stock was subscribed, was \$180,000, which constitutes the Poor Fund. Besides this sum the Bank had previously paid to charities of the city during several years \$80,715. The interest of the Poor Fund is paid to various charitable institutions according to population, and a new distribution is made after each decennial census.

The Bank has had its times of hardness and difficulty; it has been converted from a purely benevolent institution into a Joint Stock concern, and its enemies have been many. But the management has been equal to every

THE CITY AND DISTRICT SAVINGS BANK.

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emergency, meeting all drains without having to pledge any of the Bank's securities or to call in any of its loans. The following figures are taken from the balance sheet of 31st December, 1883, and will show the important services it renders to the public :—

Capital stock subscribed	\$2,000,000 00
“ paid up.....	600,000 00

LIABILITIES.

Due depositors, Head Office and branches	\$6,212,635 57
Special Charity Trust Fund.....	180,000 00
Sundry open accounts.....	232,042 94
Total.....	<u>\$6,624,678 51</u>

RESOURCES.

Bonds, Securities (Municipal and Montreal Harbour)	\$1,153,849 54
Special Poor Fund Investment.....	180,000 00
Loans on collateral securities as required by law....	4,226,904 58
Bank premises, Head Office and branches.....	375,762 54
Bank fixtures and other furniture.....	5,519 20
Sundry open accounts.....	44,335 31
Cash in Banks.....	1,530,206 93
	<u>\$7,516,578 10</u>
Number of depositors	29,795
Average amount due each depositor.....	208 51

The present Directors are :—

EDWARD MURPHY, President,
W. H. HINGSTON,
THOS. WORKMAN,
J. ALD. OUMET,
FRED. T. JUDAH,

ALF. LAROCQUE, Vice-President,
JAS. O'BRIEN,
R. BELLEMARE,
E. J. BARBEAU,
JOHN H. R. MOLSON.

The first manager was Mr. John Collins, who left the Bank in 1855. He was succeeded by Mr. Edmond J. Barbeau, who, entering the Bank in 1850, retired in 1880, after thirty years' faithful service, was succeeded by his brother, Mr. Henri Barbeau, who is the present manager, and who during his short connection with the Bank has given evidence of the possession of qualities which eminently fit him for the position.

LA BANQUE DU PEUPLE.



SEVERAL well-known and well trusted financial gentlemen banded together in 1835 to establish a Bank for the immediate advantage of the original people of Montreal and the Province of Quebec. They were: Hon. Louis Viger, Jacob DeWitt, Esq., John Donegani, Esq., Pierre Beaubien, Esq., Augustin Tulloch, Esq., H. B. Smith, Esq., Timothy Franchere Esq., A. E. Montmarquet, Esq.; and they commenced operations under the name of Viger, DeWitt & Co., en commandite. Under this semi-private form it continued and prospered until 1845, when it was handed over to a Joint Stock Company, when more extensive operations were entered upon. At that time the offices were in St. Francois Xavier street; subsequently the Bank of Montreal building on St. James street was purchased, which occupied the position now held by the General Post Office. The policy of the Bank has been and continues to be extremely Conservative; it seeks for no great opportunities for enterprise nor has aimed for speculative business, but the officials are well content to maintain their traditions and regularly pay the half yearly dividends. From the time of the Bank's establishment five Presidents have filled the chair, viz.: Hon. L. W. Viger, Jacob DeWitt, Hon. F. A. Quesnel, H. B. Smith, John Pratt, C. S. Cherrier. Three cashiers have ably administered the Bank's affairs: Mr. Letourneux, B. H. LeMoine and A. A. Trottier.

The capital of the Bank is \$1,600,000.

The Directors:

C. S. CHERRIER, Esq., Q.C., *President.*

G. S. BRUSH,

JACQUES GRENIER,

WILLIAM FRANCIS,

P. M. GALARNEAU,

A. PREVOST,

A. LECLAIRE.

Cashier—A. A. TROTTIER.

'THE MOLSONS BANK.



THE Molson family had achieved great distinction in the city of Montreal as merchants of ability and integrity, and when the brothers William Molson and John Molson started a private bank in 1853, under the Free Banking Act, the general public of the city at once accorded to them a generous confidence. For two years business was carefully and successfully conducted, when it was determined to make of it a Joint Stock Company, for which purpose a special Act of Parliament was obtained in 1855. The first capital was \$1,000,000. On the 22nd October the first meeting of shareholders was held, when five Directors were elected, viz.: William Molson, the Hon. John Molson, Mr. Thomas Molson, Mr. J. H. R. Molson, and Mr. E. Hudon. From the list of Directors it will be seen how appropriately it was named the Molsons Bank. Mr. William Molson was subsequently elected to the Presidency and the Hon. John Molson to the Vice-Presidency.

At the first annual general meeting of the stockholders on the 3rd of August, 1857, the report showed that the Bank had entered upon a prosperous career. A dividend of 8 per cent. was paid; the contingent fund or rest had been increased from £734 to £4,650; all the stock had been subscribed and almost all paid up by its 170 shareholders. At that meeting a resolution was passed tendering thanks to the cashier, W. Sache, Esq., and to the officers of the Bank. Mr. J. H. R. Molson having retired from the Board, Mr. Thomas Workman was elected in his place. During the following year (1858) the Molsons had to share with other banks the trouble consequent upon the general depression in commercial circles, but this, notwithstanding, the ordinary dividend of 8 per cent., was paid, and the sum of \$10,898.09 was added to the reserve fund, thus raising it to \$29,500. Although the depression continued the Bank prospered, having a policy of doing a safe rather than

a large business, and in 1860 the usual dividend of 8 per cent. was paid, with \$25,000 added to the rest. The Hon. John Molson having died during the year, Mr. J. H. R. Molson was elected to fill his place as Vice-President. In 1865 the rest was \$160,000, equal to 16 per cent. on the capital, and the report showed that the ordinary rate of dividend had been maintained, although the Bank had suffered heavily from forgeries. The rate had to be lowered, however, in the year 1869 owing to depression in trade. Anxious to extend the business of the Bank at home and further afield, in 1870 it was determined to increase the capital to \$2,000,000, and a branch was opened in London, Ont. \$500,000 of the new stock was issued and taken up by the old stockholders; Mr. Sache retired from the position of cashier; Mr. F. Wolferstan Thomas was invited to fill the vacant cashiership, and a return was effected to the old dividend of 8 per cent. In 1872 the rest was doubled, and represented nearly 14 per cent. upon the paid-up capital; new branches were established at Toronto, Morrisburg and Windsor, and at the general meeting it was announced that the \$500,000 of new stock authorized had been issued to the shareholders and all taken at a premium of 5 per cent. During the following year occurred the suspension of Jay, Cooke & Co, of New York, with whom the Molsons Bank had \$95,000 lying as deposit, but this, notwithstanding, the usual dividend was paid and \$350,000 added to the rest. At the following meeting (1875) the affairs of the Bank were found to be flourishing; the usual dividend of 8 per cent. was paid, and the rest had been increased to \$500,000. But during the year Mr. William Molson had died, after having filled the Presidency of the Bank for a term of nearly twenty years, and ungrudging testimony was borne to the fact that to his "constant vigilance, his practical commercial experience, his sterling common sense and unswerving fidelity, the success of the Bank was largely due." Mr. John Molson was elected to succeed him as President, and the vacancy at the Board was filled by the election of the Hon. D. L. Macpherson, of Toronto.

From 1875 to 1880 was a time of great anxiety to all Canadian bankers. Business was everywhere depressed; bankruptcies were frequent; the value of real estate was depreciated, and the Molsons Bank felt the strain with all other banking institutions. The dividend was reduced to six per cent., a careful policy was adopted so that no great sums should be put out at risk and yet

the rest was at one time reduced to \$100,000. But with the year 1880 a change came. There was a good harvest; the lumber interest revived, and business generally gave signs of improvement. That the Bank weathered the storm so well was due to the unremitting care of the Directors and ability of Mr. Thomas (who, meantime, had been made General Manager, with Mr. James Elliot as Manager of the Montreal Branch) and his well equipped staff. In 1881 affairs showed that business had improved; the dividend remained stationary, but the rest was brought up again to \$250,000, and the Directors were able to make the welcome announcement that while they had operated fourteen branches with the head office, the capital of the Bank was at no time impaired. The following year showed still larger success, for the dividend was raised from 6 per cent. to 7 per cent., and the rest was increased by \$175,000. The last year's report (1883) is in demonstration that the Bank has appropriated its full share of the profits coming from the increased prosperity. The dividend was again 8 per cent., and the rest was raised to \$500,000, or equal to 25 per cent. of the Bank's capital. The general statement showed :

Capital authorized.....	\$2,000,000
Capital subscribed.....	2,000,000

LIABILITIES.

Capital paid up.....	\$2,000,000 00
Notes in circulation	1,854,010 00
Dominion Government Deposits payable on demand....	40,124 75
" " " " after notice..	.....
Provincial Government Deposits payable on demand ...	4,611 93
Other Deposits payable on demand	2,223,601 03
" " " after notice	2,147,267 14
Due to other Banks in Canada.....	225,419 95
" " other Branches	22,605 87
" " Agents in United Kingdom.....	255 014 96
" " Foreign Agents.....	37,460 21
Profit and Loss.....	38,427 73
Rest.....	500,000 00
Fifty-sixth Dividend.....	80,000 00
Dividends unclaimed	4,070 10
Interest, Exchange, &c., reserved.....	75,508 61
	\$9,808,122 28

THE MOLSONS BANK.

ASSETS

Specie.....	\$313,557 55	
Dominion Notes.....	443,144 00	
		\$ 756,701 55
Notes and Cheques of other Banks	248,595 49	
Balances due from other Banks in Canada.....	109,029 27	
“ “ Dominion Government.....	6,043 60	
“ “ Agents in United Kingdom	6,791 00	
“ “ Foreign Agents.....	30,342 91	
Loans and Bills discounted on Bonds, Debentures, &c.	306,215 00	
Loans to Corporations.....	855,249 25	
Bills discounted and current.....	7,122,646 95	
“ “ past due, secured.	71,628 03	
“ “ “ and not secured.....	17,631 81	
Real Estate, other than Bank premises.....	87,545 88	
Bank premises at Head Office and Branches.....	184,000 00	
Other Assets.....	5,608 54	
		\$9,828,122 28

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BOARD OF DIRECTORS.

THOMAS WORKMAN, President.

J. H. R. MOLSON, Vice-President

R. W. SHEPHERD.
MILES WILLIAMS.Hon. D. L. MacPHERSON.
S. H. EWING.

A. F. GAULT.

F. WOLFERSTAN THOMAS, General Manager.

M. HEATON, Inspector.

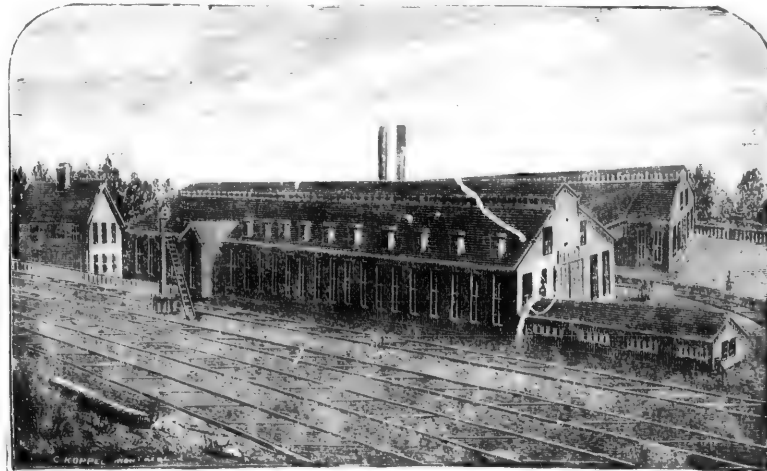
BRANCHES.

Aylmer, Ont.—W. H. DRAPER, Manager.	Owen Sound—P. W. D. BODRICK, Manager.
Brockville—J. W. B. RIVERS, “	Ridgetown—L. E. FATE, “
Clinton—H. C. BREWER, “	Smith's Falls—A. P. TREMENT, “
Exeter—A. A. C. DENOVAN, “	Sorel—G. CREBASSA, “
Lagersoll—C. W. CLINCH, “	St. Thomas—G. K. MORTON, “
London—JOS. JEFFERY, “	Toronto—L. H. ROBERTSON, “
Meaford—P. FULLER, “	Trenton—R. KRASER, “
Montreal—JAMES ELLIOT, “	Waterloo—J. HESPELER, “
Morrisburg—L. W. HOWARD, “	

THE DOMINION BRIDGE COMPANY.



DIRECTLY to the National Policy is to be ascribed the establishment of this Company in Canada. The Canton Bridge Company of Ohio had been building bridges at London, Ottawa, and other places in Ontario from 1872 to 1879, but the Protective policy gave a chance for headquarters in Canada, and the "Toronto Bridge Company" was organized for the manufacture of iron bridge and structural work in the Dominion. After a shop had been built in Toronto in 1879 and enlarged in 1881, the whole works of the Company were taken over in 1882 by the Dominion Bridge Company, Limited, and still further enlarged to

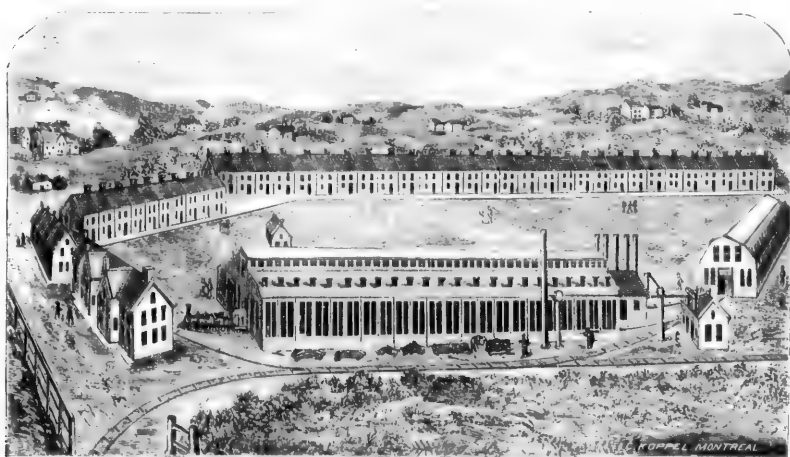


TORONTO WORKS OF THE DOMINION BRIDGE COMPANY.

meet the growing demands of business. The works situated at King Street, Toronto, covers an area of three acres of ground, have a capacity of four thousand tons per annum, and gives employment to about 200 men. The main shop

THE DOMINION BRIDGE COMPANY.

is 50 to 120 feet wide and 350 feet long; the stock house 30 x 90, platform 150 x 250 feet. They are now called the Toronto Works of the Dominion Bridge Company; Phelps Johnson, C.E., Manager; W. H. Taylor, Secretary, and Eli Adler, Superintendent. The effect of stimulating home consumption by home manufacture is clearly demonstrated by the increase in the business of this Company. The average yearly construction of iron bridge work in Canada did not exceed 1,500 tons from 1872 to 1879, but from that date it has grown to over 8,000 tons per annum, a large portion of it being in highway, railway and structural work and not in special enterprises. The increase of business and the introduction of steel in the construction of structural work decided the new proprietors to erect



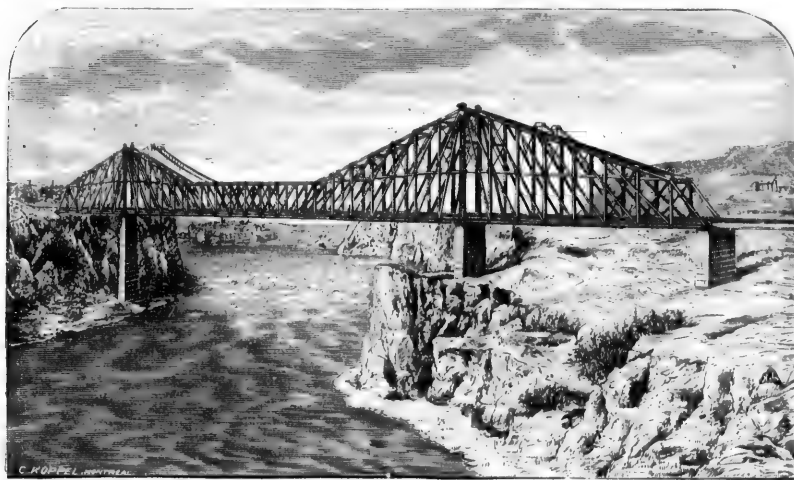
LACHINE WORKS OF THE DOMINION BRIDGE COMPANY.

works at Lachine, about eight miles from Montreal, to be devoted entirely to structural steel work. The works are the largest of the kind in the world. The grounds consist of 30 acres; the main shop is 515 feet long and 125 feet wide, the whole forming one room, having only seven columns inside for the support of the roof. The gas producer house 40 x 50 feet, and boiler house 35 x 40 feet, are also of brick with iron roof. The general office and pattern shop is a brick building 40 x 130 feet; the stock house 80 x 150 feet, and barns 30 x 120 feet, are of wood. The Company intend erecting during the coming year forty neat brick cottages, supplied with water and electric lights, along the street

laid out on the western side of their lands, for the use of their employees. There are about two miles of railway switches and sidings on the Company's lands, with yard locomotive for the handling of material; and a complete system of steam cranes for loading heavy bridge work. All coal is converted into gas on the Company's grounds by the Siemens process, and this gas is burnt for fuel under boilers and in the heating furnaces exclusively, an essential feature for the proper working of steel. The main shop roof consists of heavy trusses capable of sustaining ten tons, load at any point, and carrying the same to any other point in the shop; and both main shop and offices are lighted with electric lights. The Company have their own mill in Glasgow, Scotland, for rolling steel blanks, plate and other material to be made up at their works in the Dominion. The shop is thoroughly equipped with machinery of the heaviest description and the latest designs, and is operated by sixteen steam engines located at different points in the shop. Steam is supplied from the battery of five steel boilers to the various engines, and the exhaust steam is all utilized for heating the shop in winter, and heating water for the boilers in summer. The capacity of the works, which will be in full operation in the spring of 1884, will be about 10,000 tons per annum; and employment will be given to from 300 to 400 men.

Among the prominent constructions by the Toronto Works are 5, 155 deck spans on the Credit Valley Railway at Galt, Ontario; 2,800 feet of iron trestle work from 75 to 125 feet high on the Ontario & Quebec Railway, near Toronto, Ontario; 11 steel spans of 100 to 135 feet on the Canada Atlantic Railway between Coteau and Ottawa; 230 feet steel span on the Quebec & Lake St. John Railway at St. Raymond, P.Q.; 230 feet steel swing span at St. James, Manitoba; and 160 feet steel deck span at Sturgeon Falls, Ontario, on the Canadian Pacific Railway; 5, 150 feet steel and iron highway spans at Richmond P.Q.; with over 20,000 feet of iron and steel spans on the leading railways of Canada. The Lachine Works have contracted for the railway and bridge at St. John, New Brunswick, connecting the Intercolonial Railway with the American railways, at that city. The main bridge is a steel cantilever, having a total length of 810 feet, and a centre span of 477 feet. The general design is similar to the cantilever bridge constructed at Niagara; but the bridge is a through instead of a deck bridge, and will be the first through

cantilever bridge ever erected. The centre span will be raised without false work by means of overhanging cranes working panel by panel from each pier.



CANTILEVER BRIDGE AT ST. JOHN, N. B.

The Company was formed under a Dominion charter and has a capital of \$500,000. Its officers are : Job Abbott, President and Chief Engineer; Ira Abbott Vice-President; and Luke Lyman, Secretary; W. S. Thomson is the Superintendent of the Lachine Works. The Board of Directors are : Job Abbott Ira Abbott, Luke Lyman and Angus McThom, of Montreal; Phelps Johnson of Toronto; James Reid Stewart and James King, of Glasgow, Scotland. The general office of the Company is at Room No. 1, Windsor Hotel, Montreal, P.Q., with branch offices at Toronto and Lachine Works.



THE HAMILTON BRIDGE & TOOL COMPANY, HAMILTON, ONT.



HIS Company was formed in the year 1872, but was re-organized in 1880, the Board consisting of—President, Wm. Hendrie, Railroad Contractor and Director; Vice-President, W. A. Robinson, late of Moore, Robinson & Co. Directors—A. T. Wood, of Wood & Leggat; Matthew Leggat, of Wood & Leggat; Dennis Moore, of Moore, Robinson & Co.; Manager and Engineer, C. Teiper; Secretary-Treasurer, John Stewart.

Owing to the numerous railroads projected in the Dominion the Company has been kept very busy, and employ a force of about 200 hands; the work constructed is of the very highest order, their reputation being built upon the excellency of their work and material; the shops are fitted up in the most complete manner, having all modern tools necessary to economize labor, including the largest steam hammer in Canada, improved upsetting machines, steam and Pneumatic rivetters, and generally every heavy tool necessary for carrying on the manufacture of this particular branch of engineering.

The manager and engineer, Mr. C. Teiper, being one of the most experienced and successful American bridge engineers, has succeeded in making the works equal, if not superior to any of the kind either in the United States or Canada, and has been largely instrumental in placing the Company upon its present economical basis.

The Company build all kinds of *iron and steel superstructures*, including *railway and highway bridges, iron roofs, turn-tables* and general girder work, also steam hammers, upsetters, punching and shearing machines, *steam* and air rivetters, and have also supplied the iron frames for some of our largest composite Propellers.

It is expected that as the country increases in population the demand for this class of work will extend, and thereby enable the Company to maintain its present force of hands,

PUBLIC WORKS.



IN a new country like the Dominion of Canada the business of contracting for the building of public works must always form an important factor in its industries. A brief sketch of one of our well-known contractors will give some idea of the possibilities of the business, and thus serve as an excuse for introducing it here. Mr. Horace Janson Beemer, a native of Pennsylvania, and still a young man, commenced business as a contractor in the United States when seventeen years of age with as complete a knowledge of his business, as could be commanded at that early age. His first work of any great importance was the building in 1873 of the northern end of the

NEW YORK FOURTH AVENUE UNDERGROUND IMPROVEMENT, a work designed by Commodore Vanderbilt to bring all the Northern and Western railways into New York City, under the level of the streets, from the Harlem River to the Grand Central Depot, a distance of $4\frac{1}{2}$ miles, at a cost of \$8,000,000. The work consisted of lowering the level of these roads and putting in four tracks instead of two.

Having successfully carried out his part of this great undertaking, Mr. Beemer came, in 1876, to Canada, which offered a good field for the contracting business in its numerous projected public works, and associated himself with Messrs. O'Brien and Sullivan in a contract for

SECTION EIGHT OF THE LACHINE CANAL,

which was successfully completed by the spring of 1879, at a cost of four hundred thousand dollars. This work occupied three winter seasons of four working months each. In 1878 Mr. Beemer obtained a contract from the Government to build the

ST. LOUIS AND KENT CITY GATES AT QUEBEC.

These gates, built in the antique Norman style, from plans suggested by the then Governor-General of Canada, the Earl of Dufferin, and forming part of



Horace Janson Beemer, Esq.

a system of embellishments to the fortifications of the ancient city, designed by that nobleman, are considered to be very fine specimens of work, and have obtained great celebrity for their architectural beauty, notwithstanding that the plans were several times changed to meet the artistic views of the Princess Louise.

The next work upon which Mr. Beemer was engaged was the

CHAUDIERE RAILWAY BRIDGE.

This bridge is situated about a quarter of a mile from the Chaudiere Falls, near Ottawa, and carries the Canadian Pacific Railway across the River Ottawa into the capital of Canada. It has eleven piers and four abutments, and cost three hundred and sixty thousand dollars. The work, extremely difficult in character, being mostly under water, was begun in May, 1879, and finished in December, 1880.

In the spring of 1881 Mr. Beemer took a contract for the

QUEBEC GATE BARRACKS EXTENSION,

for the Canadian Pacific Railway at Montreal, being an extension of the line from Hochelaga Station to the new station, which he is now building at Quebec Gate Barracks. This was heavy work, and consisted of large quantities of crib work, retaining walls, ramps and bridge abutments in massive masonry. The work was rapidly completed, and has been in use since 1882. The whole cost will aggregate five hundred thousand dollars.

In 1881 he also undertook the

WELLAND CANAL AQUEDUCT,

by which the Welland Canal will be carried over and through the Chippewa River, necessitating the building of immense coffer dams, as the river had to be unwatered in two sections, the depth of water being from twenty-six to thirty feet, with a soft clay bottom. The work when completed will cost about one million of dollars. This work was under contract for three years to other parties, who having been unable to unwater the coffer dams, it was at their solicitation taken over by the Government, and then relet to Mr. Beemer. Under the able personal supervision of his working partner, Mr. John Sullivan, new dams were built and successfully unwatered, and the foundations, piers, abut-

ments and arches of the first section—half of the work—rapidly completed. The balance of the contract is being as quickly pushed forward as the difficult nature of the work will permit.

In 1882 Mr. Beemer undertook the construction of the

TORONTO AND OTTAWA RAILWAY,

upon which has been expended already about \$600,000, the contract price for completing the whole being about one million and a half dollars. A portion of this railway has, at the request of the companies interested—the Grand Trunk and Midland—been suspended for the present. The balance, which has been completed and is in operation, comprised very heavy cutting of “hard pan,” which offered a most disheartening obstacle to the work, yielding neither to picks, steam shovels, or any of the ordinary methods.

In 1883 Mr. Beemer signed a contract with the Corporation of the City of Quebec, for a second pipe for the

QUEBEC CITY WATER WORKS,

to be completed December 1st, 1884, at a cost to the city of about \$500,000. It will consist of nine miles of iron pipe carried over the St. Charles and Des Meres Rivers, on iron tubular bridges on first-class masonry. This work is progressing rapidly.

In July, 1883, Mr. Beemer closed a contract for the largest public work he has yet undertaken, which will amount to several millions of dollars. This is the building of the

QUEBEC AND LAKE ST. JOHN RAILWAY.

This line, which will extend from the City of Quebec to Lake St. John will be one hundred and seventy-five miles in length, exclusive of about 100 miles of branches which are not yet under contract, and is of such importance that it is attracting more attention, at the present time, than any other public work except the Canadian Pacific Railway. The road will open up to settlement an immense fertile valley in rear of the Laurentian Mountains and around Lake St. John. The Crown Lands Department of the Province of Quebec estimate that there are in the immediate vicinity of the railway about 6,000,000 acres of land, of which 3,000,000 are timber lands of great value

and 3,000,000 acres of the best arable lands to be found in the Province. Although as yet comparatively little known, this small portion is estimated to be capable of supporting a population of 750,000 souls. Although farther north than Quebec, the climate of the Lake St. John District is said to be as temperate as that of Montreal. Grains, vegetables and garden products of all kinds are successfully raised, and yield abundantly. Although only known for about twenty years this district already has a population of over 32,000, and so fertile is the soil, that twice as much wheat as the best counties in the Eastern Townships, and as much as the greatest wheat growing counties in Ontario, is grown. The extent and fertility of this great region have attracted so much attention, that great efforts are being made by the public authorities to open it up to settlement. For this reason, the Quebec and Lake St. John Railway has been well assisted by a subsidy of \$3,200 per mile from the Dominion of Canada, \$2,000 per mile from the City of Quebec, and \$5,000 and 5,000 acres of land per mile from the Province of Quebec. The Directorate of the Company is composed of some of the largest capitalists and most influential men in the Dominion, among whom are Messrs. Wm. Withall, E. Beaudet, Hon. Jas. G. Ross, J. B. Renaud, Hon. A. P. Caron, Hon. J. Thibaudeau, Hon. P. Garneau, and others. Some 42 miles are now in operation, and are doing a business exceeding the most sanguine expectations of its promoters; and creating new milling and other industries along the line as it progresses. Mr. Beemer has a large force of men at work on this contract, and steam shovels and other plant requisite for its rapid prosecution, valued at \$100,000. The work is to be completed to Lake St. John by December, 1886.

Some idea may be formed of the magnitude of the works which Mr. Beemer is carrying on, and the position he holds, when it is stated that he usually employs from 1,000 to 2,000 men, and that his contracts now in progress aggregate about \$10,000,000. Although these contracts are being carried on at points far apart, they are kept well in hand by his admirable administrative system and efficient staff, and they certainly place him at the head of the business as the largest single handed contractor in Canada or probably on this continent.

Mr. Beemer resides in Montreal, at the Windsor Hotel, where he has his chief place of business.

THE EDWARDSBURG STARCH COMPANY.



HIS concern was originated in 1858, as a private enterprise, by Mr. W. T. Benson, who erected a factory on the site of the present large works, at Cardinal, (then called Edwardsburg) on the River St. Lawrence. Mr. Benson carried on the business for some years on his individual account, but finding the trade greatly increasing he sought the co-operation of friends in Montreal and elsewhere, and in 1866 a Joint Stock Company was organized under the name of

"THE EDWARDSBURGH STARCH COMPANY,"

with an authorized capital of \$120,000. The new concern continued in successful operation until 1874 when the factory was burnt down, but was speedily rebuilt on a greatly enlarged and improved scale, the charter being amended so as to increase the authorized capital to \$250,000. Since then the business has steadily grown from year to year and the Company's Starches for laundry and "Prepared Corn" for culinary uses are known in all parts of the Dominion. Exportation to Great Britain has also been undertaken, though as yet on a limited scale only.

The starch industry is protected by a specific duty of 2 cents per pound on all imported starches. This protection dates antecedents to the inauguration of the "National Policy" in 1879, which practically reduced it by about one-third of a cent. per pound by the imposition of seven and a half cents per bushel on imported corn.

Prizes for the several classes of starch, &c., manufactured at the Cardinal Works, have been awarded from time to time at International, Dominion and Provincial Exhibitions; notably, to Mr. W. T. Benson at the great London Exposition of 1861, and to "The Edwardsburg Starch Company" at the "Centennial" in Philadelphia in 1876.

The factory employs some 70 men and boys the year through, and the monthly expenditure for wages only, exceeds \$1,500.

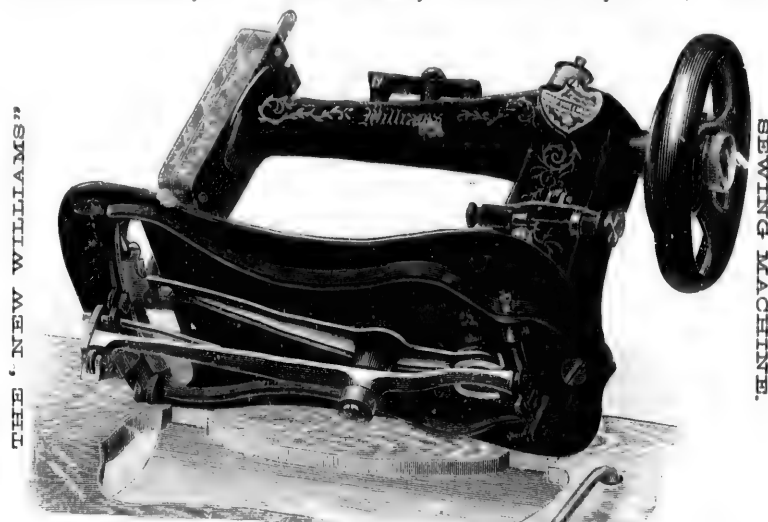


EDWARDSBURG STARCH COMPANY'S WORKS, CARDINAL, ONT., ESTABLISHED 1833.
 W. SHANLY, Esq., *President*. JOHN REID, Esq., *Manager*.
 W. T. BENSON, Esq., M.P., *Vice-President*. M. THOMSON, Esq., *Secretary*.
 Head Office: 14 St. Peter Street *General.

THE WILLIAMS MANUFACTURING COMPANY.



HIS is the most important Sewing Machine Company in Canada. The trite old axiom that nothing "succeeds like success," has been amply verified by the rapid growth and development of this enterprising Company, whose ramifications now extend to every quarter of the civilized globe. The nucleus from which the present mammoth industry has been developed was formed in 1861 by a few enterprising and energetic gentlemen as a private Company, and as such was continued until 1872, when a Joint Stock Company was formed with a capital of \$500,000. Owing to the great impetus given to the business under the operation of the National Policy it was found necessary to increase the capital to \$1,000,000,



and to construct two new and magnificent factories, each with a capacity for turning out 1,000 machines per week; one being located at St. Henri, a thriving suburb of Montreal, the other at Plattsburgh, in the State of New York. A new and improved machine has lately been put on the market by this Company, which is said by experts to be a marvel of mechanical ingenuity, and which is, doubtless, destined to play an important part in the Sewing Machine trade of this continent.



MR. ALBERT J. CORRIVEAU,
MANAGING DIRECTOR OF THE CORRIVEAU SILK MILLS COMPANY, MONTREAL.



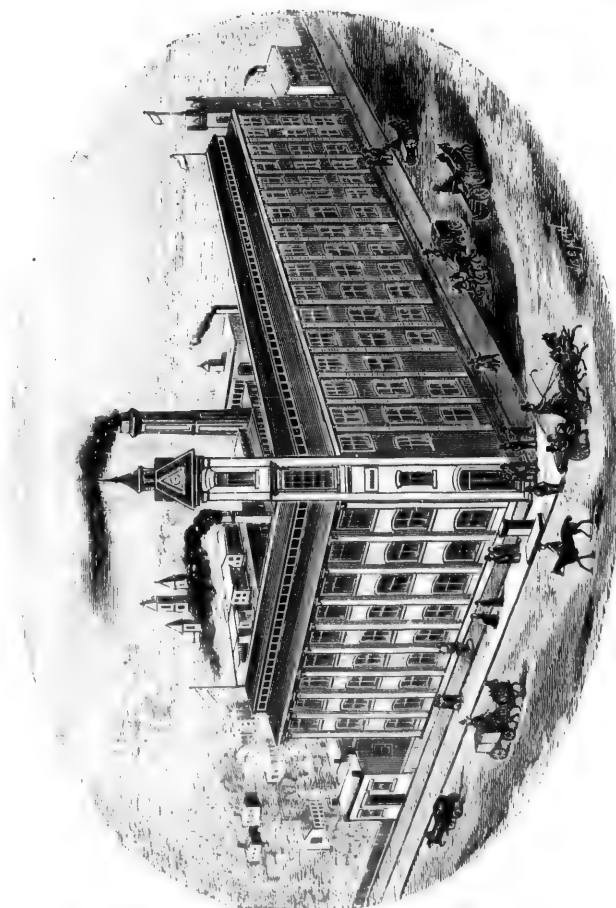
THE Silk Industry of Canada has scarcely passed from its first and trial stages. Until the year 1878 no one had put into practical shape the idea of its manufacture here. Mr. Corriveau was the first to make the experiment, which he did with complete knowledge of the business in all its details. The beginning was marked by sufficient modesty and caution, only a few looms being worked as a test of possibilities. And at first discouragement threatened to lead to disaster, but the indomitable perseverance of the founder prevailed, and in 1880 he was master of the situation, for he had created confidence in himself and the industry upon which he had set his heart. Others joined Mr. Corriveau and business was started upon a firm basis. Determined to support the National Policy in all its bearings, they rested altogether upon the skilled labor of Canadians, and Mr. Corriveau had to train native hands to do the work. This was hard enough, especially when the ambitious project was to rival the stuffs produced in France and England, but pluck and perseverance carried the day, so that in 1882 the Corriveau Silk Mills Company was organized with a nominal capital of \$200,000, one half of which was subscribed by a few of the leading merchants of Montreal. Four gold medals and several diplomas have already been received for excellence of work, and in the competent hands of the Managing Director the success of the Company is well assured.

THE SILK INDUSTRY.

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BROAD GOODS, Gros Grains, Satins, Serges, Damasses, Broches, &c.

RIBBONS, Faille, Gros-Faille, Ottomans, &c.



THE CORRIVEAU SILK MILLS COMPANY.

Silver Medal Dominion Exhibition, 1883.

HANDKERCHIEFS, Plains, Fringes, Brocaded, Mufflers, &c.
SEWING SILK, MACHINE TWIST, TAILORS' TWIST.

THE COTTON INDUSTRY.

IT is early, perhaps, to say much as to the Cotton Industry of the country. Previous to the initiation of the National Policy the trade had been in a languishing and not very hopeful condition, Canada had long been the slaughter market for the over-wrought mills of the United States. But with protection came a chance for a home market for home industries. At once the business sprang



The Canada Cotton Manufacturing Company, Cornwall, Ont.

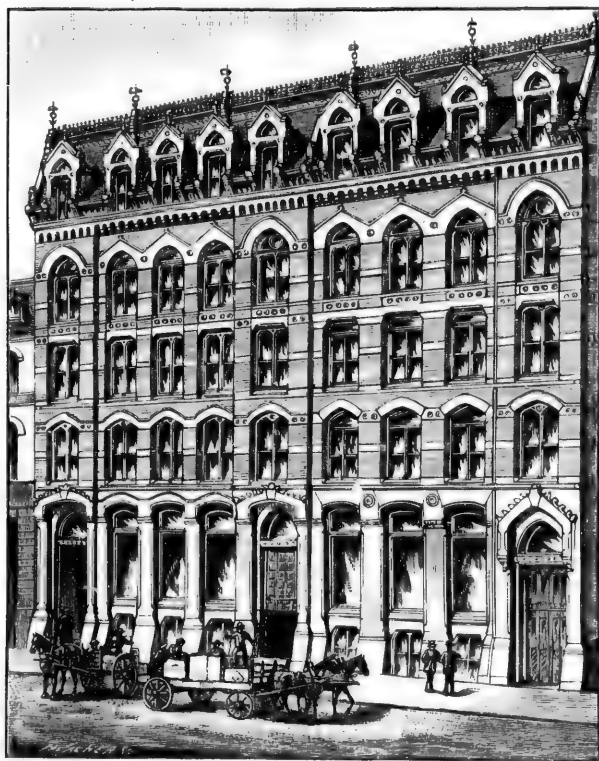
into an almost too vigorous life. Shut out from this country by the new and heavy duties English capitalists found it profitable to introduce to Canada capital and machinery for manufacturing purposes, Canadian capitalists took their full share in the prospects of the new enterprise and mills sprang up on every

hand. This meant competition, which, although the industry paid for a time almost fabulous dividends on the capital invested, soon brought the price of goods down to its normal state. Among the many mills established notice can only be given here of one, namely, "The Canada Cotton Manufacturing Company," which has its headquarters in Cornwall, Ont.

The Spinning Mill shown here is 350 feet by 90 feet, has 35,000 spindles, and is one of the completest of its kind on the Continent, besides the Spinning Mill there is another for weaving which is 380 feet in length by 120 feet in width, having capacity for a thousand looms, and lighted at the sides and top with glass. This is admitted to be the finest and best constructed weaving mill on the American Continent. The goods manufactured by this Company are cottonades, dyed ducks, teint and sail ducks, Canton flannels, white and colored grain bags, and bags for sugar manufacturers. The capital of the Company is one million dollars, and its affairs are managed by the Hon. D. McInnes, President; Gilbert Scott, Esq., Vice-President; J. P. Dawes, Arthur Prevost, W. M. Ramsay, E. Kewin, J. Macdonald, Directors, with A. S. Watson, Secretary. The property of the Company is beautifully situated on the banks of the St. Lawrence, at the foot of the Cornwall Canal, about 90 miles west of Montreal.

Other Companies will be noticed in a later edition. Suffice it to say now that although competition has for a time brought about a depression in the business, the prospects of future success are well assured. The trade, fostered by the National Policy, has secured a firm footing in the country, and with the certain increase of population must necessarily become one of the leading and most remunerative of our great Canadian industries





JOHN MACDONALD & CO

WHOLESALE IMPORTERS OF

Dry Goods, Carpets, Woolens & Fancy Goods

TORONTO, ONT.

This large firm is now probably the oldest established, without change, in Ontario. It is certainly the largest in extent of premises and accommodation, the new addition being just completed.

The whole premises extend from Front Street on the south, to Wellington Street on the north, having a frontage on each street of about 100 feet, built of stone, massive in structure and elegant in design. Its equals are only to be seen in New York or Chicago. The cut above represents the Front Street facade.

On account of their ability to buy for cash and in large quantities, they are enabled to purchase from manufacturers direct and not from dealers. They buy at the very lowest prices and get the cash discount. They buy through expert departmental buyers, who, purchasing for their special rooms only, bring to bear on all lines bought, great attention, knowledge and expertness.

Aiming to be the great Assorting House of the country, they keep their stock always large and fully assorted. Merchants therefore desirous of sorting up, will find it to their advantage either to call personally or send orders by mail or wire, or request the firm's representative to call on them.

THE BOOT AND SHOE TRADE.



IN 1635 one Phillip Kirtland, a shoemaker, came over from England and settled in Lynn, Mass., where he started the business of shoe making. This constituted Lynn the centre of the trade. But not until 1828 did the business obtain a footing in Montreal. Previous to 1840 but little was done, but at that time several commenced in a small way to make "sole shoes" as they were called, but the process was crude. The leather being cut from patterns and given out to "fitters" or persons who stitched the tops together. Some years later machinery was introduced by which the sewing was done at a lower cost to the manufacturer and appreciable profit to the workman.

The cutting of the uppers remained essentially the same, and this continued without change for nearly ten years. The principal men engaged in the business at that time were Robert Cooke, Thomas Hawkins, Thomas White, Alexander Ronald, Curley & O'Connor, Edward Thompson, James Haldane, G. A. Rolland, A. Lapierre, Pierre Leroux, William Dangerfield, (still carrying on a large business) J. & T. Bell, John Sloan, Hugh Thompson & Son, Henry Jackson, W. Smyth, and later on Brown & Childs. To Brown & Childs may be credited the advantages of the system of employing not necessarily practical shoemakers, also a division of labor and greater economy in working up the stock.

The new departure was violently opposed by the shoemakers, but progress triumphed over prejudice. To the same firm is due the credit of having introduced the manufacture of India rubber shoes, also the idea of the cloth and rubber overshoes now so extensively worn.

From 1850 to 1854 was a time of great depression owing to riots, fires and an outbreak cholera, but 1855 brought brighter prospects. The opening of the Grand Trunk Railway to Toronto in 1856 greatly stimulated trade with the

West, and for several years the shoe trade experienced great prosperity. At the close of 1860 there were twelve important firms in the city whose united annual production was about \$2,000,000 in value, an increase of more than a million in ten years. Year after year the increase continued until in 1871, the value of the product was \$5,673,415 from 117 establishments, and in ten years after in 1881 213 establishments, employing 5,595 hands at \$1,460,395 as wages, produced goods to the value \$6,860,826. These statistics show that the Boot and Shoe Industry is one of the largest in the City of Montreal. During the last few years the trade has received a great impetus, particularly from the introduction of steam power in the manufacture of the goods. The first firm to use this was that of Brown & Childs, quickly followed by the well-known firm of Smith & Cochrane, which had commenced a very successful business in 1853. The business increased so largely that in 1862 they had to remove into a larger building at the corner of St. Peter and St. Sacrament street, which they have since left for the still more handsome and commodious premises forming the corner of St. Francois Xavier and Craig street. This firm, now known as Cochrane, Cassils & Co., have been careful to supply themselves with the latest and most improved machinery of the day; it was the first to introduce into Canada the famous McKay Sole Sewing Machine, which has done much to revolutionize and perfect the manufacture of boots and shoes.

Another large and well-known firm is that of Mullarky & Co., carrying on business at 32 College street, Montreal. Mr. Mullarky has shared the fluctuations of the Boot and Shoe Trade, sometimes suffering on account of its depression and at other times feeling the full flow of the tide of prosperity, but at all times his perseverance and integrity have won him the respect of his constituents.

But the trade is by no means confined to Montreal, for Quebec and other large cities and towns offer strong competition. The late firm of J. & J. Woodley introduced the first sewing machine into Quebec in 1854, it was a great curiosity and people crowded to see it. In 1864 manufacturing with steam power and machinery was introduced, and for years was confined to two of the leading firms, namely that of J. & J. Woodley and G. Bresse. The Bresse firm, in the competent hands of its principal, has achieved a steady and sure success. Another well known and much respected firm is that of which Mr. O. Migner is the head, and which he has conducted so competently and well

that now when retiring from its more active duties he leaves behind him a well earned reputation for ability, enterprise and caution. Mr. J. E. Woodley has also contributed largely to the success of the trade in Quebec, where for many years he has conducted large and successful operations.

Considerable manufacturing in this line of business is done in Victoria, B.C., Ottawa, Pembroke, Guelph, Brussels, St. John, N.B., and St. Johns, Que. At the last named place Mr. Charles Arpin, banker and J.P., conducts a large business in conjunction with his partners Messrs. J. L. Seguin and J. B. Lalime. Their large manufacturing premises were erected under the personal supervision of Mr. Arpin, and is the largest of the kind in St. Johns. It is fitted up with machinery of the most modern kind, the firm employs about 200 hands, which earn about \$5,000 per month as wages. The turnout is about 6,000 pairs per week. Their trade is carried on chiefly in Ontario, New Brunswick and Nova Scotia. Mr. Arpin's energies are not confined to this particular trade, for he conducts the business of a banker, is Director of the "Societe de Construction du District D'Iberville," partner in the firm of C. R. Cousins & Co., large grain and flour dealers, promoter of the St. Johns & Sorel Railroad, proprietor of the Bowler China Ware Factory, and Director of the Lake Champlain and River Richelieu Navigation Company.

The above is in proof that the Boot and Shoe Industry is the largest manufacturing interest in the Dominion, except those of flour and lumber. The annual product being upwards of \$17,000,000 and employing 18,949 persons. Next to this comes Tanning, with an output of \$15,102,963 and employing 18,129 persons. One of the most prominent tanning firms is that of Ulric Germain & Frere, successors of Norbert Germain, who do a large business in that line, and also as commission merchants for the sale of hides, &c.

The manufacture of Leather Board is a new departure, and was commenced in Canada in 1873. To carry out the design of supplying a better article at a lesser price than that charged for stuff from the United States the Dominion Leather Board Company was formed, a large number of Boot and Shoe Manufacturers becoming shareholders. Their first factory was built at Chambly and destroyed by fire in 1881, since which a larger and better factory has been built at Cote St. Paul, with capacity of about one ton of Leather Board per day and over two millions of Leather Board Stiffeners per year. Robert White, of Craig Street, is also in the same line of business, which is increasing every year, here being a large demand for the Moulded Boot and Shoe Counters, Pressed, Heels, &c., which he manufactures.

MACHINERY AND GENERAL METAL WORKS.



THIS branch of business has reached a high state of cultivation in the Dominion. Foundries and machine shops are scattered about in all the centres of population, and all of them are doing a more or less prosperous business in meeting the demands of the rapidly developing country. Notable in Montreal is the firm of H. R. Ives & Co., started in 1859 as a Foundry and Hardware Manufactory. This firm was the first in the country to manufacture small hardware. The struggle to find a market for this was hard and prolonged, but the Company persevered and at last conquered success. About 1868 business operations were entered upon on a more extensive scale by the manufacture of stoves. This has grown to an enormous extent, and promises to be one of the great industries of the future.

The ability of the firm to do good work was shown by the magnificent wrought iron gates and iron railing which it made to enclose the Parliamentary Buildings at Ottawa. For beauty and strength these are unequalled by any such work in the Dominion, if not on the Continent. In 1880 a new expanded that in 1881 new buildings were erected at Longueuil, in which more than a hundred men find employment.



MASSE'S "IDEAL" RANGE BURNER.

branch of business was undertaken in the manufacture of Barbed Wire Fencing, which promises to become an important industry. The factory turns out nearly a thousand tons per year. Some two hundred men find employment in the Montreal workshops. So immensely has the business

Another important firm is that of Geo. Brush, of Montreal, head of the Eagle Foundry. This is one of the oldest establishments in the country, and has had a long and prosperous career, earning and maintaining a good reputation in the manufacture of Engines and Boilers, and general machine work, &c.

Montreal has also the Machinery Supply Association, doing business at the corner of Bleury and Craig streets; the Montreal Saw Works, with its office on St. Paul street; Moccock & Co. manufacturers of Axes, Edge Tools, &c. F. Weir & Co. Founders and Lamp Manufacturers. R. Mitchell & Co.

Brass Founders, with works and offices on Craig street. Lacoste & Co. Railway Supplies, &c. The Montreal Holloware Co., manufacturing Holloware and castings generally.

In Hamilton, Ont., we have the E. & C. Gurney Company, (limited,) who have been the leading Founders in the Dominion for many years past. The business was originally started by Mr. Edward and Charles Gurney some 44 years ago, both these gentlemen are still living and take an active part in the general management. Some ten years since finding that railway accommodation was not ample enough for shipping requirements, a large Foundry was erected in Toronto, which has been in successful operation ever since under the able management of Mr. E. Gurney, Jr. Both Foundries, as well as a large one in Dundas, are constantly worked to their utmost capacity, employing over 500 hands.

Besides Stoves and Ranges, of which they make some 350 different kinds and patterns, they manufacture largely, Furnaces, Steam Boilers, Cast Iron Pipes and Fittings, Radiators, Grates, Steam Fittings, Registers, &c., &c., as well as general Castings. Their goods are well known as being of the finest workmanship and best quality, and find ready sale not only in our own market but in the States and Europe. Wholesale jobbing houses, where large stocks are constantly held, are fully established in Montreal under the able and successful management of Mr. Fred. Massey, to meet the demands of trade in the Eastern Provinces, and in Winnipeg for the requirements of the North-West.

Noticeable among foundries is the Galt Foundry, the Engine and Machine Works of Messrs. Cowan & Co., situated on North Water street, Galt, Ont. The works were founded by Mr. Dean Fisher, after many years carried on by Messrs. Lutz & Co., who retired from business in 1873 and were succeeded by the present proprietors. The firm now manufacture all kinds of Wood Working Machinery, Steam Engines, Boilers, Heaters, Shafting, &c., &c., and commands a business which reaches to all parts of the Dominion and the United States.

Another branch of the Metal business is that of Scale making. The leading firm in Canada is that of Gurneys & Ware, Hamilton, who do a large and growing business. Fairbanks & Co., the well-known Scale Makers of the United States, have an important branch in Montreal, which is ably supervised by Mr.

Patten, Mr. Alex. Gordon, of Montreal, is also well-known for the excellent quality of his work.

The manufacture of Safes also comes under this heading, and attention may be called to the business of J. & J. Taylor, Toronto, who have been established nearly thirty years, and during all that time have been engaged solely in the manufacture of Fire and Burglar Proof Securities, and by constantly adding to their facilities and making new improvements, are now prepared to turn out first-class work in every department. The firm of Goldie & McCulloch, Galt, Ont., also manufacture Safes largely, and is one of the best and most favorably known in the Dominion. Their magnificent works, situated on Main street, covers an area of several acres, and a large force of hands are employed.

ROOFING AND ROOFING CEMENT.—JAMES BROS. & CO., Mill at Bridgewater, has a capacity of five hundred bags of Roofing Cement per day. Each day's work is, therefore, sufficient to cover fifty thousand square feet of Roofing. This represents a large business; and when it is considered that the mineral from which most of their cement is made, namely, Actinolite, had no market value until the Messrs. James commenced this business, it will be seen that this firm has helped to increase the mineral wealth of the country.

Actinolite is purely a Canadian Roof; no foreign product enters into its composition, and yet it makes a roof more durable than either metal or gravel.

The firm of Joseph James & Co. carry on the business of Roofing in all its branches, including galvanized ornamental work of various kinds, and have become well known in the construction of Conservatories, &c. The business is large and growing.

• MESSRS. R. M. WANZER & CO., of Hamilton, Ont., are also well known as manufacturers of sewing machines. The business was organized by Mr. R. M. Wanzer twenty-five years ago in Buffalo, New York. The machines quickly earned popularity; and to extend the business Mr. Wanzer made a tour of Europe and Canada exhibiting his machines and taking many prizes and medals. The establishment now at Hamilton, Ont., is one of the largest of its kind in Canada, and the hands draw some \$6,000 per week. The excellency of Mr. Wanzer's work, and the general appreciation with which it has been received, was demonstrated by the fact that the honor of "Knight of the Cross" was conferred upon him for the mechanical improvements he had effected.

PIANOS AND ORGANS.



HIS industry, which responds to and yet cultivates the higher tastes of the people, is making steady and sure progress among us, firm after firm springing up to meet the ever increasing demand. Brief notices of only a few of the leading firms can be given here; among others the firm of

. MESSRS. WM. BELL & CO.—In 1864 this firm launched into the commercial world as Organ manufacturers and continued in a small way for considerable time, but their principle of turning out a first-class article, as the best form of advertising, has built up for them the largest connection of its kind in Canada. In 1881 they erected their handsome new Factory in Guelph, which is one of the largest on the Continent. It is fitted up with all the latest improvements in modern machinery for the construction of Organs, and employs a very large force, turning out 25 to 30 per day. The numerous medals taken at home and abroad, over all other competitors, domestic and foreign, speak volumes for our Canadian manufacturers.

D. BELL & CO. carry on the same line of business in Pearl street, Toronto, and are well and widely known for the excellence of their manufactures.

HEINTZMAN & CO., Toronto, are celebrated for their Grand, Square and Upright Pianos. By ability and industry they have built up for themselves a great reputation, which they give promise of maintaining intact.

THE DOMINION ORGAN AND PIANO COMPANY, with headquarters and factory at Bowmanville, Ont., and General Agency at Notre Dame street, Montreal, (L. E. N. Pratte, Esq.,) have also won for themselves a first-class reputation for their Pianos and Organs. The firm has been patronized by many persons eminent in the social and artistic world, and their instruments have secured medals and diplomas of honour at Philadelphia and other great exhibitions.

A. & S. NORDHEIMER may also be mentioned as a house of first-class standing as agents for Steinway, Chickering, Haines & Gabler's Pianos and the celebrated Easty Organ.

THE PIANO, ORGAN AND KEY BOARD COMPANY render good service to the trade by the manufacture of Key Boards, &c., &c.

MISCELLANEOUS INDUSTRIES.



IN the advertising portion of the Book will be found reliable statements having reference to the general manufacturing interests of the country.

THE ONTARIO CAR AND FOUNDRY COMPANY, of which Andrew Robertson, Esq., is President, Hugh Mackay, Esq., of Montreal, Vice-President, Thomas Muir, Esq., Managing Director, and Jonathan Hodgson and W. K. R. Muir, Esq., Directors, is doing a large and increasing business.

LONDON STEEL WORKS COMPANY, under the same management for the manufacture of Steel Castings of all descriptions for Tools, Valves, &c., is also an important industry.

CANADA MARINE WORKS, MONTREAL.—These works are situated on the Lachine Canal and cover from twelve to fifteen acres of ground, including a large basin and two dry docks. The dry docks are of massive construction, are emptied by gravitation, and have the most modern appliances and facilities for executing all kinds of work in the line. They are the most complete of the kind in the Dominion.

Altogether the facilities of this establishment for building, launching and repairing vessels are unsurpassed, and the works contain mills and all machine shops and buildings necessary for carrying on the business.

The proprietor, Mr. A. Cantin, purchased the land—on which these works are situated—in 1845 and commenced to build and fit out the place in 1846. Since then he has built 184 moulded vessels, including the famous privateer "Sumter," three steamers which were to sail under the Spanish flag, two revenue Cutters for the French Government, and railway transfer boats for the Grand Trunk, Intercolonial and South Eastern Railroads, steamers for the Richelieu and Ontario, Ottawa River and other Navigation Companies.

In building these vessels Mr. Cantin has been very successful in combining carrying capacity, speed, strength, and light draught of water. All the vessels

turned out proving thoroughly up to the expectations of their owners and the designer.

Mr. Cantin has always recognized the importance of the carrying trade of the St. Lawrence and has kept abreast of the times. He is now preparing to build iron vessels and barges and will shortly be fully equipped for that work.

In the manufacture of Cordage we have the important firms of the CANADA CORDAGE FACTORY AND PLASTER MILLS, of Montreal, under the superintendence of Mr. Morris, and that of MESSRS. C. WILLIS & CO. of the same city.

In Furniture we have the UPPER CANADA FURNITURE COMPANY, doing business at Bowmanville, Ont.; also, TEES & CO., of Montreal, noted for their Desks and Revolving Book Shelves.

The Gananoque Carriage Works under the efficient management of C. W. Taylor.

MR. I. J. FRAME is a well known maker of Electrical and MR. F. GROSS of Surgical Instruments.

A. NORMAN has become so renowned for his Liver Pads that mention of his name suffices for all notice.

The Book Binding business of T. LEMIEUX, of Quebec, some of whose work is known as *chef d'œuvres*.

The Biscuit business is an important trade, having one of its best known representatives and exponents in MESSRS. STEINSON & CO., doing business at Montreal.

J. WRIGHT & CO., of Hermine street, Montreal, are well-known as manufacturers of Art and Church Furniture, Inlaid Office Fittings, Inlaid Floors and all kinds of fancy wood work.

CANADA JUTE COMPANY—President, George A. Drummond; Vice-President, Robert Cowans; Directors, Hon. John Hamilton, Alex. Murray, John McDougall; General Manager, John Dick; Secretary, John F. Raphael.

The Jute Bag and Canvas manufacture is a new industry in Canada, it having been started on a small scale only some two years ago by this Company, but having secured the services of Mr. John Dick, a gentleman of great experience in this trade in Dundee, Scotland, and Toronto, as General Manager, the Company is now fully equipped and determined to push and

extend its business by adding new processes and bringing their manufactures to the highest standard of excellence.

The present capacity is two to three million Bags per annum and about a like quantity of Canvas for packing and other purposes, and arrangements are made to extend the capacity at short notice.

The material principally used is Jute, grown in India, and which is now the fibre almost solely used throughout the world in the manufacture of all kinds of Bags and Packing Canvas for strong coarse work, combining both cheapness and strength. But the Company does not confine itself to Jute, but also manufactures a considerable quantity of Cotton and Flax goods for finer purposes. The rough cotton cloth for Bags until very recently all came from the States, but the N. P. is enabling the Canadian cotton manufacturers to supply it, and this Company is doing its best to encourage them in doing so.

The manufacture of Barb Wire Fencing is rapidly increasing, and is well represented by THE ONTARIO STEEL BARB FENCE COMPANY, TORONTO, who make the improved four pointed Lockbarb, (under the Glidden patent.)

To MESSRS. CHARLES GURD & CO., Montreal, whose Ginger Ales and Soda Water is so well known throughout the country, is largely due the success of the Aerated Mineral Water business. From small beginnings, some 19 years ago, they have advanced to the foremost place in the Dominion, and have brought their specialties to such great perfection as to be awarded Gold and Silver Medals, &c., at the Dominion and other exhibitions. They have also done more than any other firm in developing the natural mineral waters of the country. Their present capacity is some 2,000 dozen per day.

MR. BERTRAND, Asphalt Pavement Contractor, doing business at 386 Craig Street, Montreal, is well-known for the excellence of his work.

THE TOBACCO BUSINESS of the country promises to be a growing industry. Flourishing Factories being established in Montreal and other parts of the Dominion. The firm of S. DAVIS & SONS is one of the most important in the trade, starting business in 1862, by the help of capital, perseverance and ability the firm soon made itself known, and has secured medals and diplomas in Paris, Philadelphia and other places.

MESSRS W. & F. CURRIE are well-known as Wholesale General Merchants, doing business at 100 Grey Nun Street, Montreal, as importers of Scotch Glazed Drain Pipes, different kinds of Chimney Tops, Cement, &c., &c., and manufacturers of Bessemer Steel Springs. They are also proprietors of the Dominion Paper Company, whose mills are at Kingsey Falls.

WM. McNALLY & CO., doing business at 67 McGill Street, Montreal, as importer of Drain Pipes, Portland and Roman Cements.



NOTE.—In bringing this volume to a close, I have to express regret that so many industries have been left unnoticed, and some noticed but briefly. But the reader will readily understand the difficulty of obtaining reliable information, so that the cost in time is great, and the demand is made that the publication of the book be no longer delayed. In a future edition, I hope to do ample justice to the important matters herein discussed.

Since the early portion of this publication went through the press, some changes have taken place in the Government. The Hon. D. L. Macpherson has vacated the Senatorial Speaker's chair to devote himself entirely to the Department of the Interior. Some alterations have been made in the land regulations, throwing open the mile belt, and otherwise making matters easier for settlers. The Cotton industry has passed through a period of depression, but promises soon to be buoyant again, and the future of the country is well assured. Although I have written mainly for the National Policy, and in so doing have confined myself to the notice of those in politics who inaugurated and have developed the policy, I am free to say that all the leaders of parties, Conservatives and Liberals, have the good of the country at heart. They differ in methods but are united in purpose. One sentiment actuates them all—a love for the peace and prosperity of our Dominion.

A. J. BRAY.

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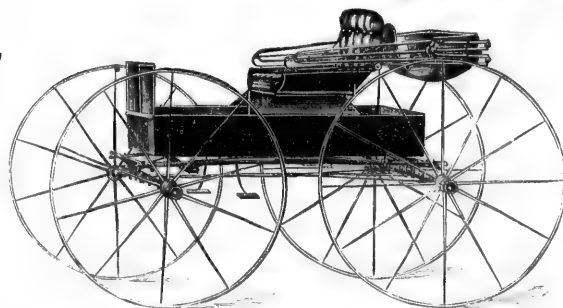
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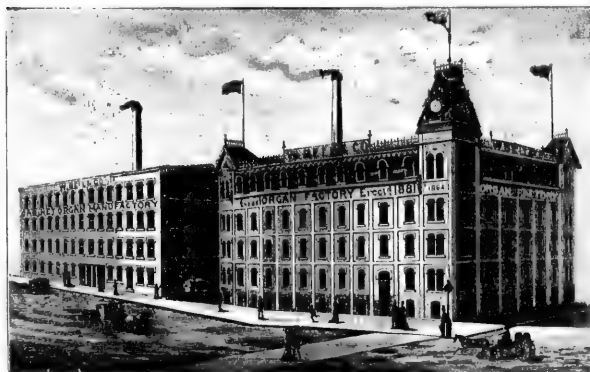
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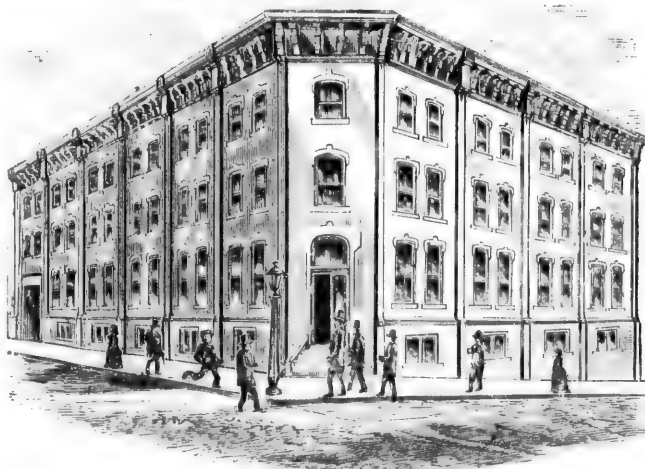
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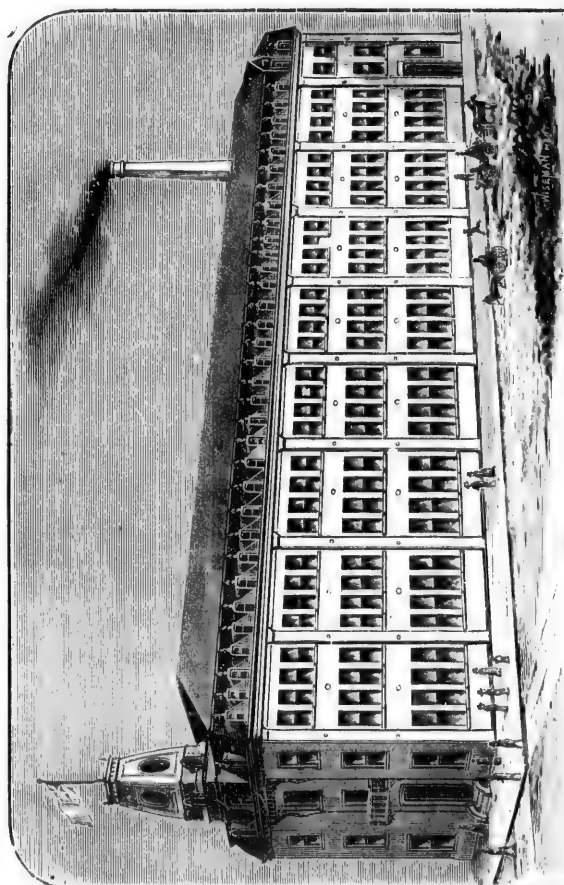
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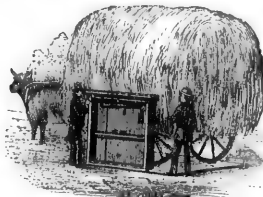
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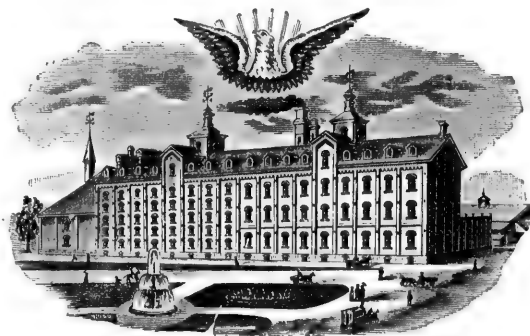
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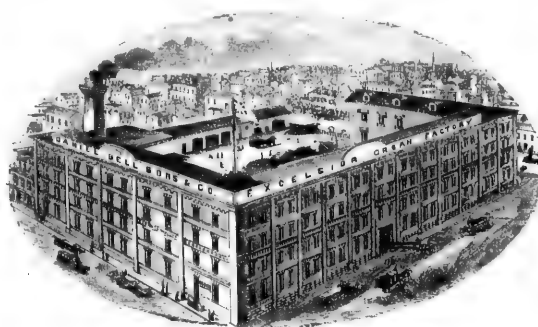
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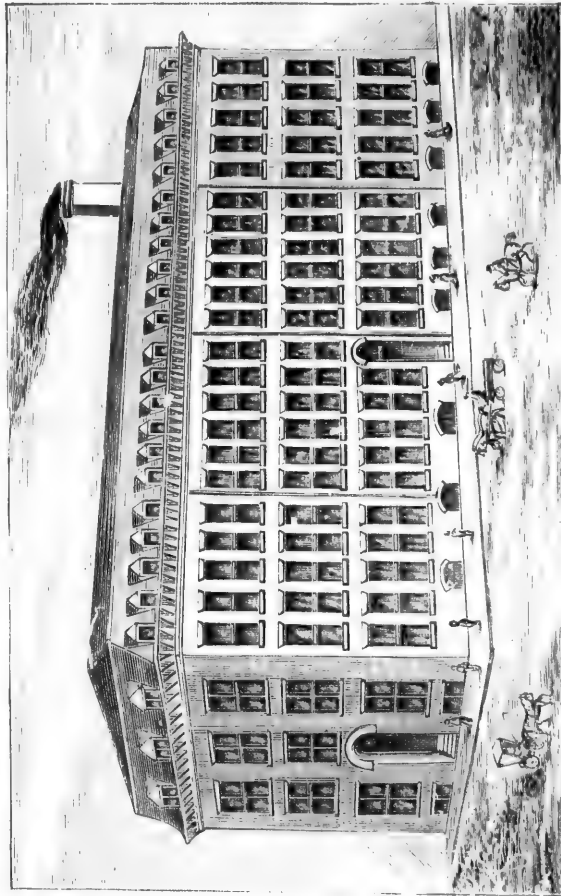
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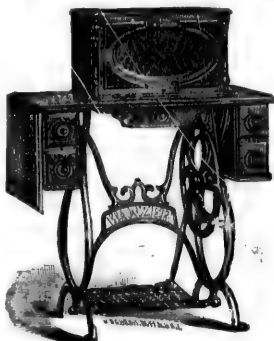
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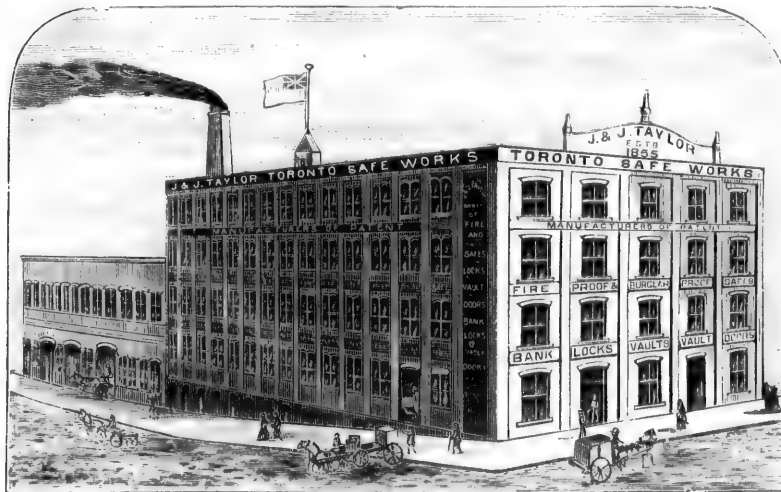
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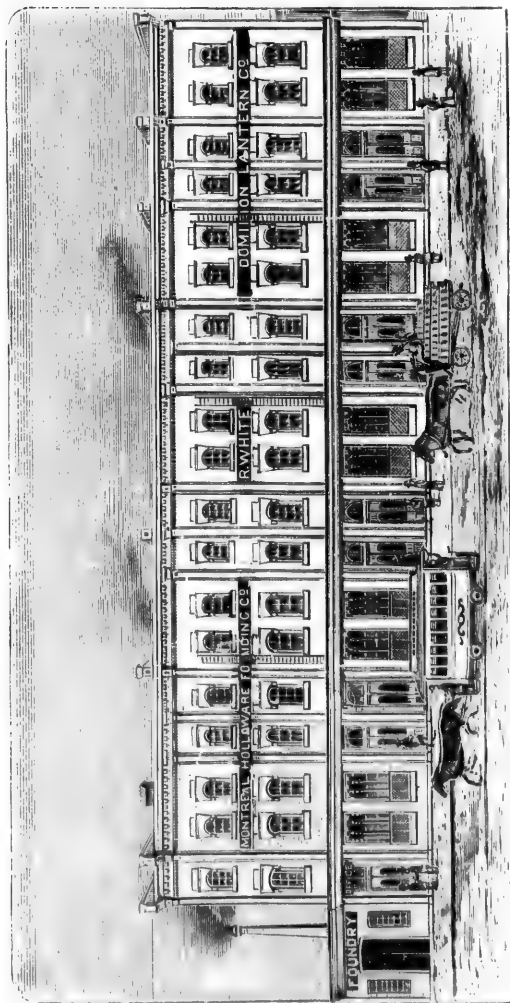


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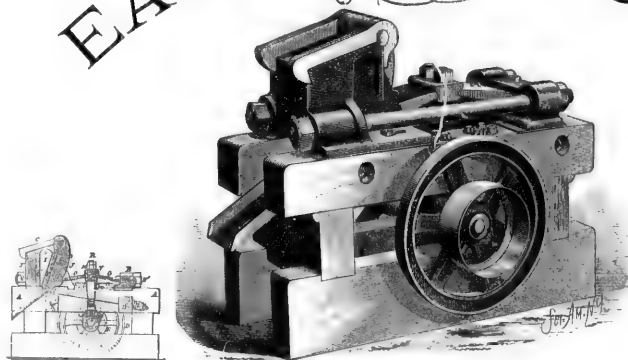
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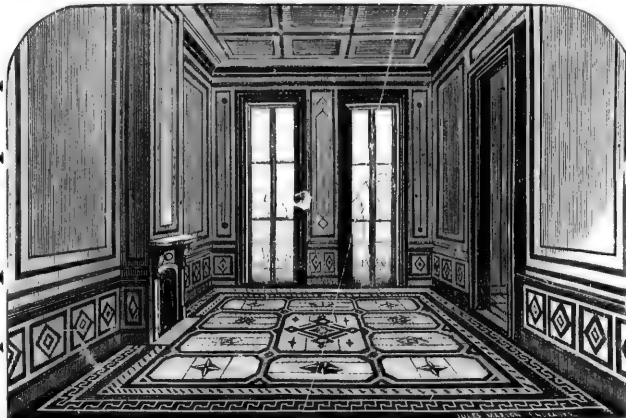
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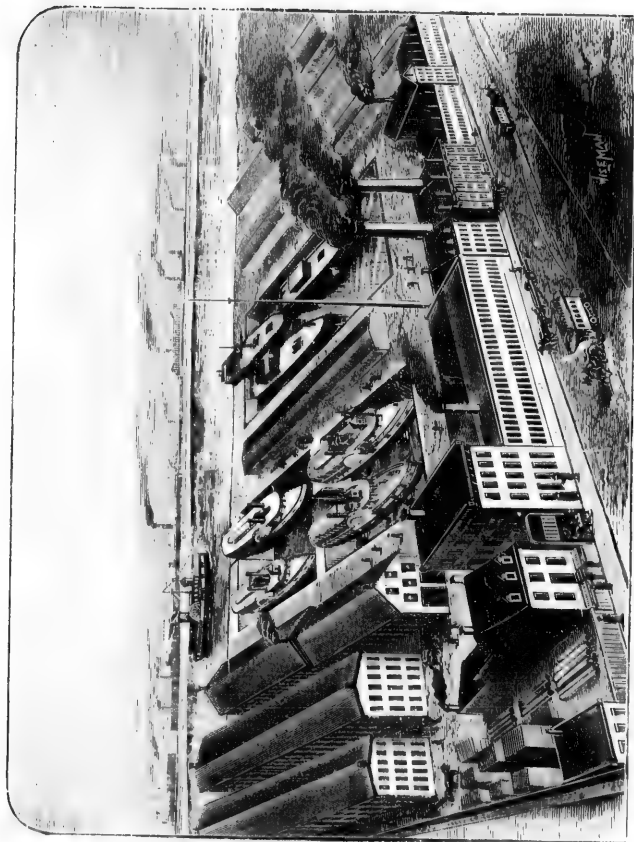
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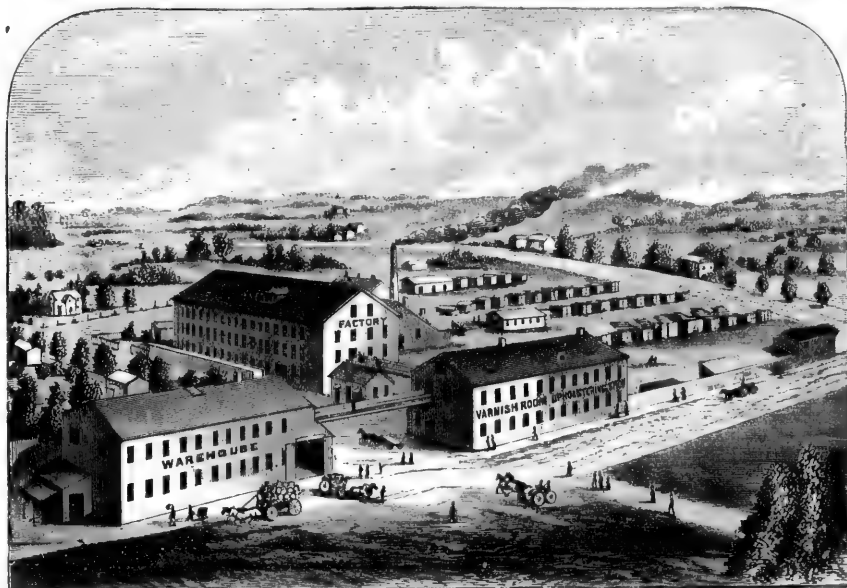
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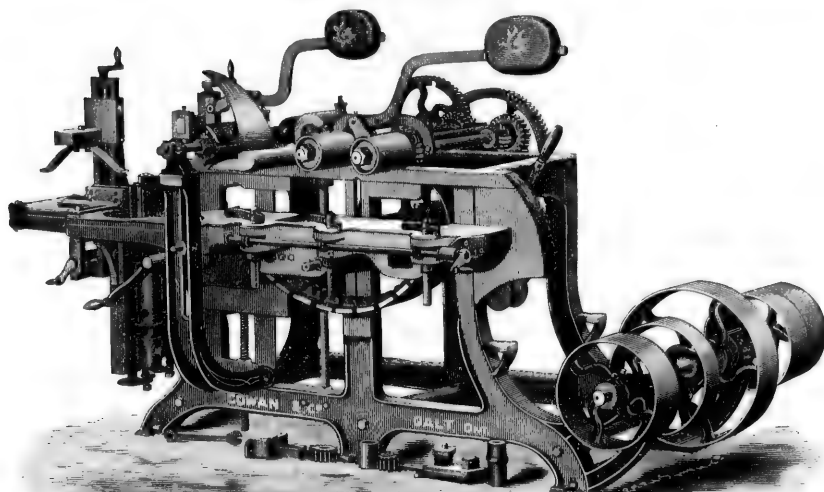
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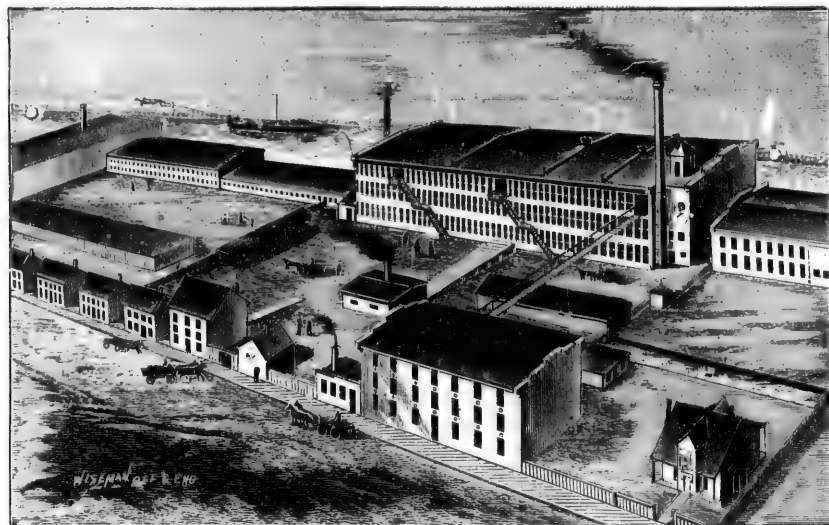
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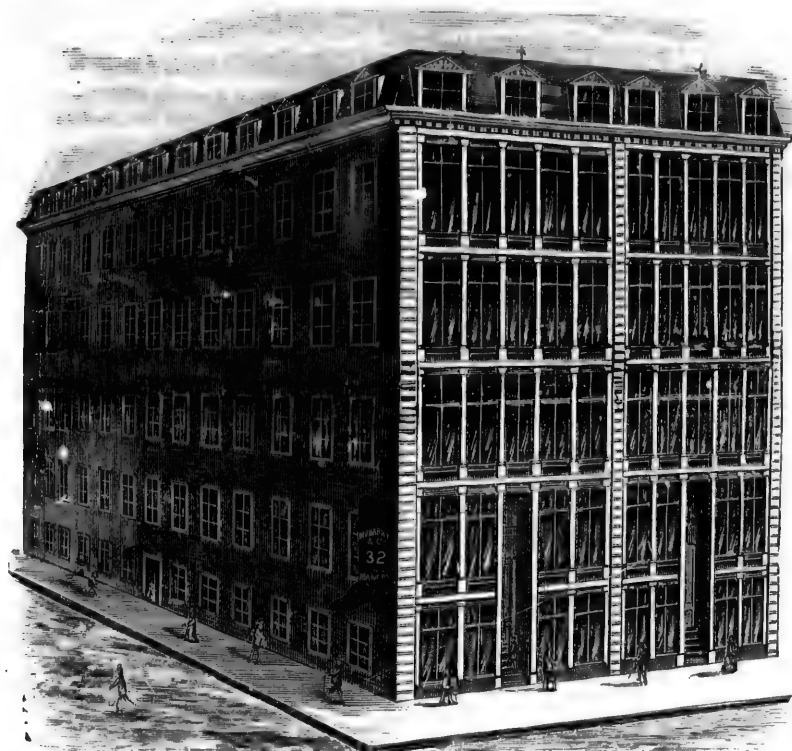
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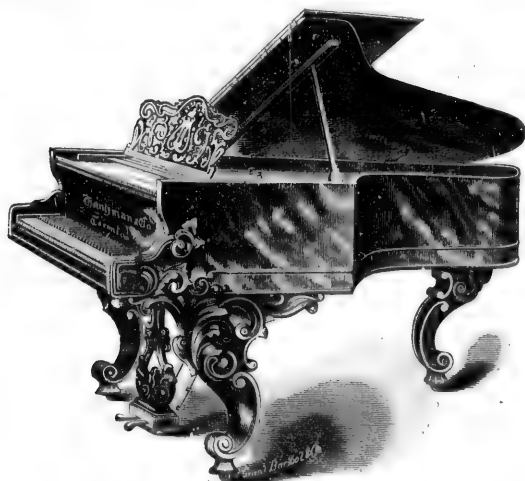
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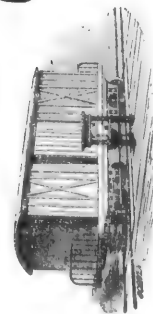
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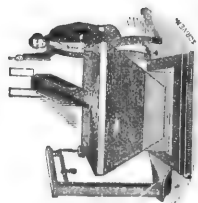
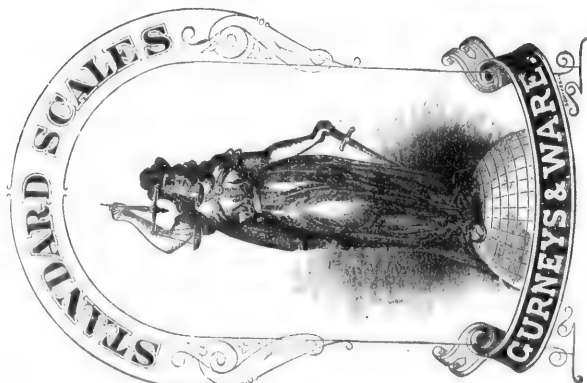
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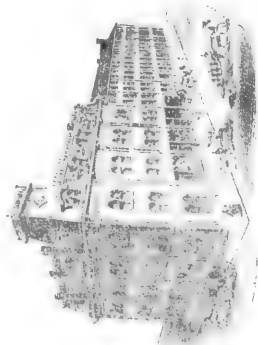
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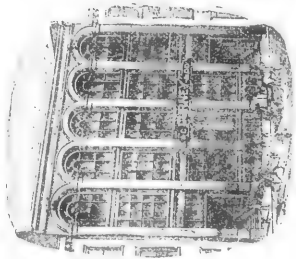
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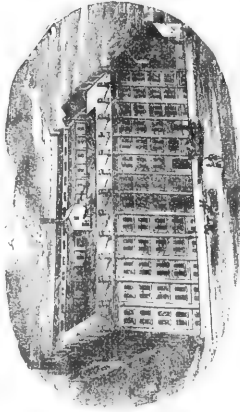
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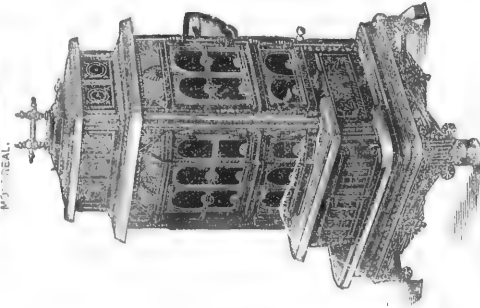
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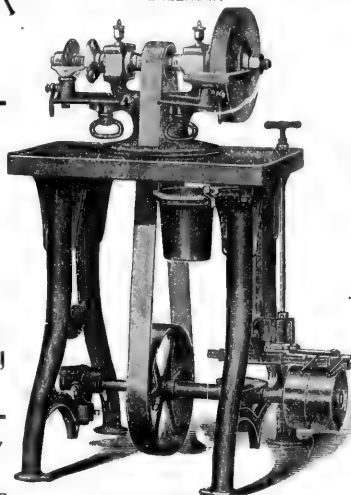
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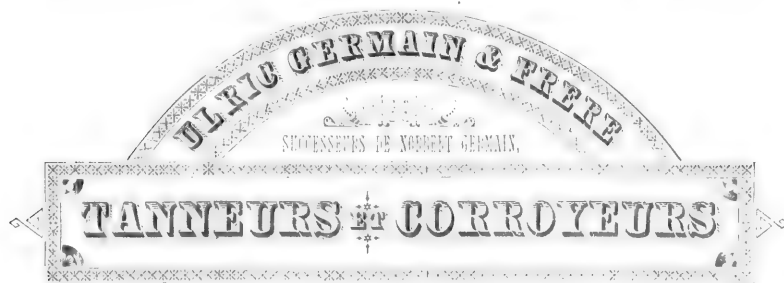


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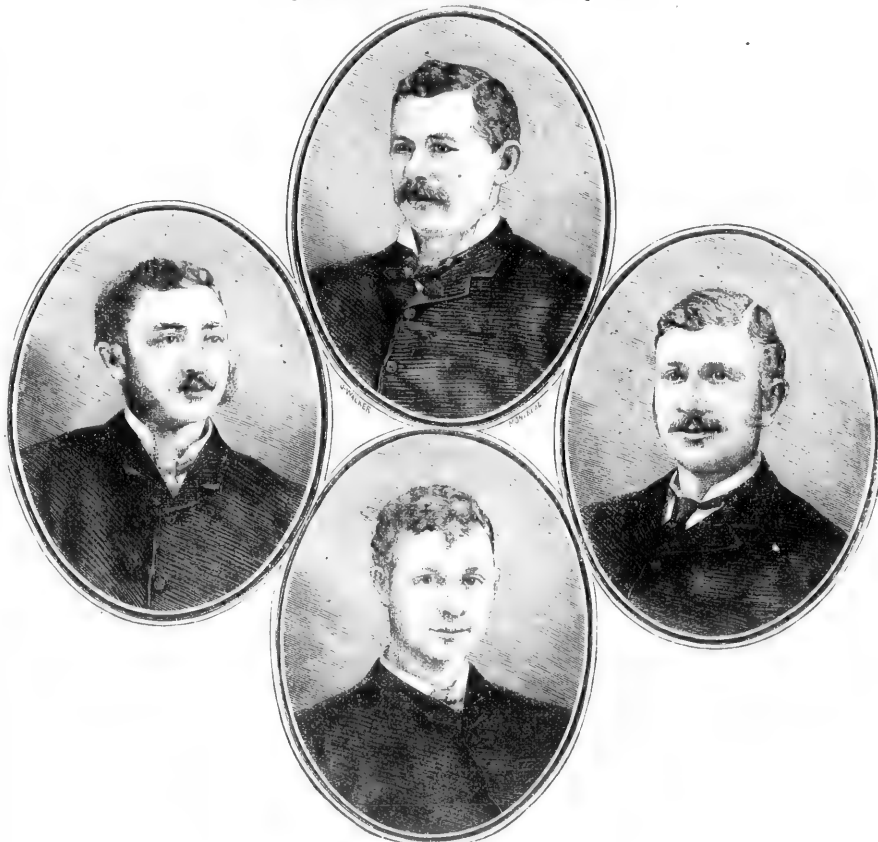


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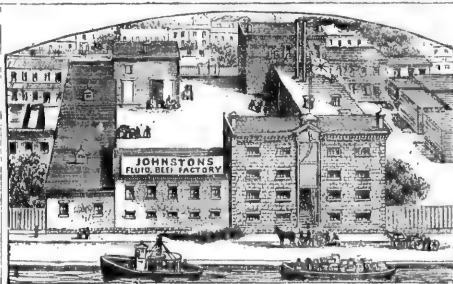
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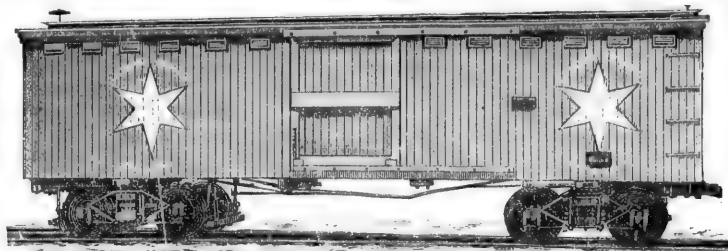
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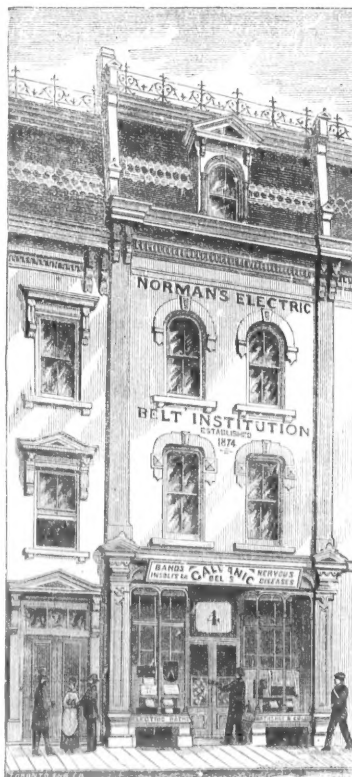
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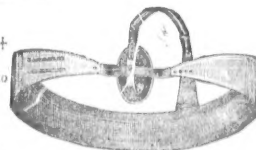


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